EBBSFLEET DEVELOPMENT CORPORATION

Planning Committee

Neil Cameron KC (Chair)
Valerie Owen OBE (Vice Chair)

Chris Hall
Fred Maroudas
Rev Penny Marsh
Councillor Jordan Meade

Councillor Dr Lauren Sullivan (Substitute)

A meeting of the above Committee will be held on Wednesday 26th July 2023 at 6:00pm at The Observatory and via Microsoft Teams.

PLANNING COMMITTEE AGENDA

Wednesday 26th July 2023

1. **Apologies for Absence**

2. **Declarations of Interest**
   To receive declarations of interest from Members

3. **Urgent Items**

4. **Record of Meeting**
   To approve the record of the meeting held on 8th March 2023

ITEMS FOR CONSIDERATION

5. **EDC/22/0058** – Land East of College Road Northfleet Embankment West The Shore Northfleet Gravesend Kent DA11 9AN

   Proposal

   Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land east of College Road (Phase 2) comprising the erection of 130no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (condition 11), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15) and scheme for the re-interpretation of the College Road flint wall (condition 40(ii)).

   Recommendation

   Approval subject to planning conditions.

6. **EDC/23/0027** – Alkerden South Phase 2 Eastern Quarry Watling Street Swanscombe Kent

   Proposal

Reserved Matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to conditions 2 and 25 of outline planning permission EDC/17/0048 for 91 dwellings and associated car parking, landscaping and infrastructure, together with submission of details relating to noise assessment (Condition 28), and open land accessibility and management (Condition 31).

Recommendation

Approval subject to planning conditions.

7. **Planning Activity Report – Q4 January – March 2023**

   Planning Activity Report – Q1 April – June 2023

   For Noting

8. **Delegated Items Report March - June 2023**

   For Noting

EBBSFLEET DEVELOPMENT CORPORATION

PLANNING COMMITTEE MINUTES

SUBJECT TO APPROVAL AS AN ACCURATE RECORD AT THE NEXT MEETING OF THE COMMITTEE

Date: Wednesday 8th March 2023
Time: 19.00 – 19:53
PRESENT: Neil Cameron KC (Chair)
Valerie Owen OBE (Vice-Chair)
Chris Hall
Councillor Derek Hunnisett
Fred Maroudas
Rev. Penny Marsh
Councillor Jordan Meade
Councillor Lauren Sullivan

The Chairman opened the meeting and noted that the video would be published on the EDC's website after the meeting.

1. APOLOGIES FOR ABSENCE

No apologies for absence – however lateness from Cllr Lauren Sullivan and Fred Maroudas (joined for Agenda Item 5)

2. DECLARATIONS OF INTEREST

There were no specific declarations.

3. URGENT ITEMS

There were no urgent Items.

4. RECORD OF MEETING

The minutes from the Planning Committee meeting held on 14th December 2022 were approved.

5. EDC/22/0084 – Alkerden Market Centre, Eastern Quarry, Watling Street, Swanscombe, Kent

Reserved matters application relating to access, appearance, landscaping, layout and scale for delivery of 83 dwellings, non-residential floorspace and associated infrastructure within the Market Centre at Eastern Quarry.

EDC Case Officer set context and presented the masterplan to the committee members and fellow attendees of which is set out in three villages; Castle Hill, Alkerden and Ashmere which are separated by areas of open space. A presentation on the scheme continued regarding the application proposal.

Hattie Charlier-Poole of Henley Camland was the registered speaker on behalf of the Applicant and was invited to speak at this time.

Committee Chairman invited members of the committee with questions and observations, but began by welcoming the idea of secured parking beneath the podium open space so that it isn't in the open. Members commended the podium and Part M4(2) compliance of residential units. Members expressed concerns with issues of density, asked if the Case Officer could comment as the approved masterplan envisages a high-density development of plus 60 dwellings per hectare. The Case Officer responded advising this scheme is 108 dwellings per hectare. Members also expressed concern on double loaded corridors and number of single aspect units, which shows concern also for no parking provision for one bed units and the absence of Fastrack. Member asked about the back of house parking provisions, when will the properties be delivered vs. Fastrack, will Fastrack run on a 24-hour basis.

Member asked the applicant regarding capacity of the Nursery and the outdoor space allocated for the Nursery whether that is sufficient. Applicant responded with an answer that the intended capacity is for between 70-100 children and confident with the space provided, based on the marketing activities which have been carried out. Applicant also addressed that a lot of interest from parties had been received, expressed interest in the outdoor space and indicated this is a key element of their decision making.

Case Officer answered members question on density and expressed that certain areas of space would necessarily be desirable for a higher level of density in particular, this location based on the sustainability benefits in being so close to the commercial units and the masterplan had been planned on that basis.

Parking concerns raised as development is situated along Fastrack route, which isn't currently in operation. Parking strategy has been well considered throughout the pre-app process, desire for lower parking, which was identified by the design review forum, with the delivery of Fastrack closely aligned.

Member commented regarding safety of the nursery grounds, a busy environment surrounding and the safeguarding of the children. The Case Officer responded that concerns were identified with the placement of the Nursery and the associated

external space. A robust boundary treatment was considered during discussion and there is a recommended condition which requires details of the boundary treatment, to provide screening for safeguarding.

Member asked for confirmation on a statement in paragraph 4.11 of the report regarding health and safety. Design quality was raised and an issue from member in 6.38 of the report, reference to the nursery unit. EDC Head of Design answered the query and members were impressed overall with the design quality of the scheme. Points were raised during an open conversation of the density again and car parking, especially for the one-bedroom properties.

Recommendation - Approve subject to planning conditions

Members voted 6 in favour and 2 against, so the application was approved subject to the conditions, which completed consideration of Agenda Item 5.

6. Planning Activity Report - Q3 – October to December 2022

Noted

7. Delegated Items report – December to February 2023

Noted

Meeting closed at 19:53

The following officers were in attendance at the meeting:

Mr Mark Pullin – EDC Director of Planning & Place
Miss Caroline Barker – EDC Senior Planning Manager
Mr Simon Harrison – EDC Head of Design
Miss Julia Johnson – EDC Planning Committee Secretary

Agenda Item: 05

Reference: EDC/22/0058

Site Address: Land East of College Road, Northfleet Embankment West, The Shore, Northfleet, Gravesend, Kent DA11 9AN

Proposal: Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land east of College Road (Phase 2) comprising the erection of 130no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (condition 11), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15) and scheme for the re-interpretation of the College Road flint wall (condition 40(ii)).

Applicant: Bellway Homes Limited (Thames Gateway)

Parish / Ward: Northfleet and Springhead

SUMMARY:

This application seeks approval of reserved matters including details of access, layout, scale, appearance and landscaping for 130no. dwellings being the second major residential phase of the Northfleet Embankment West mixed-use development. The residential land is being marketed by Bellway Homes as Harbour Village. 40no. of the dwellings (30%) would be delivered as affordable housing and the proposals also include a second formal open space, the Kiln Pocket Park.

The principle of residential development in this location has been established by the outline planning permission. The area also forms part of EDC's strategic site at Northfleet Riverside with a key aspiration that development would re-connect the existing communities with the River Thames and provide a range of high-quality housing, jobs and recreational places.

The application is guided by the approved detailed residential masterplan that the outline planning permission requires reserved matters applications to be in accordance with. This established "vision objectives" including creating a sustainable neighbourhood, reflecting and celebrating the site's industrial heritage, creating a cohesive network of streets and open spaces, providing a range of new homes and creating a waterfront destination with connections to the River Thames. Different character areas were proposed to ensure a distinctive development reinforcing local character and heritage.

The proposals extend a number of the design narratives approved in Phase 1B which reference the site's former industrial use, riverfront location, the natural settings of cliff-faces and escarpments and reflection of the local architectural character. The proposals also include the new character area of College Road with the re-interpretation of the existing flint wall.

The layout includes a strong street hierarchy and would frame views across and through the site, establishing visual links to the River Thames and across Northfleet. The provision of dwellings meeting Building Regulations Part M4[2] - Accessible and Adaptable Dwellings exceeds the Section 106 Agreement requirement, and all dwellings are designed to meet the Nationally Described Space Standard. Sustainability measures are proposed for energy and water efficiency, as well as electric vehicle charging. The proposals also perform well when assessed under Building for a Healthy Life.

The proposals are considered to accord with the principles and parameters established by the outline planning permission, detailed residential masterplan and adopted planning policies, and to be aligned with the Ebbsfleet Implementation Framework. They would form the second phase of development to meet EDC's aspirations for Northfleet Riverside whilst also providing an additional public open space within the phase itself for the benefit of new and existing residents, enabling the retention of part of a kiln range uncovered during excavation works under the separate development platform permission.

The application is therefore recommended for approval subject to conditions.

RECOMMENDATION: Approval subject to the following conditions with delegated authority to the Chief Planning Officer to make minor changes to the wording:

CONDITIONS

Approved Plans

1. The development hereby permitted shall be carried out in accordance with the following approved plans and pursuant to any planning conditions contained hereinafter:

   Site Plans
   Drawing no. EHV2-BPTW-01-00-DR-A-0010 Rev C01 - Location Plan - Phase 2
   Drawing no. EHV2-BPTW-11-00-DR-A-0101 Rev C03 - Site Plan
   Drawing no. 10986-LD-PLN-310 Issue K – General Arrangement Plan

   Supporting Drawings
   Drawing no. EHV2-BPTW-11-00-DR-A-5600 Rev C06 – Allocated Parking Strategy
   Drawing no. EHV2-BPTW-11-00-DR-A-5900 Rev C03 - Refuse Strategy
   Drawing no. EHV2-BPTW-11-00-DR-A-6200 Rev C03 - Cycle Strategy
   Drawing no. EHV2-BPTW-11-00-DR-A-6800 Rev C05 - Allocated Parking and Plot Strategy
   Drawing no. EHV2-BPTW-11-00-DR-A-6900 Rev C03 - Materials Strategy
   Drawing no. 332410098/200.701/001 Rev P05 - Phase 2 Proposed Street Lighting
   Drawing no. EHV2-BPTW-XX-XX-SH-A-0707-C03-A3 Phase 2 Accommodation Schedule

   Levels
   Drawing no. 1803/05/7000 Rev J – Levels Strategy

   Affordable Housing
   Affordable Housing Scheme, Northfleet Embankment West Phase 2 – Residential Development by Savills dated October 2022
   Drawing no. EHV2-BPTW-11-00-DR-A-7100 Rev C03 - Tenure Strategy

Drawing no. EHV2-BPTW-11-00-DR-A-7101 Rev C01 – Site Wide Tenure Strategy Plan

House Floor Plans

Drawing no. EHV2-BPTW-T01-ZZ-DR-A-1001 Rev C03 - Terrace 01 - GA Plans
Drawing no. EHV2-BPTW-T02-ZZ-DR-A-1002 Rev C02 - Terrace 02 - GA Plans
Drawing no. EHV2-BPTW-T04-ZZ-DR-A-1004 Rev C03 - Terrace 04 - GA Plans
Drawing no. EHV2-BPTW-T05-ZZ-DR-A-1005 Rev C04 - Terrace 05 - GA Plans
Drawing no. EHV2-BPTW-T06-ZZ-DR-A-1006 Rev C04 - Terrace 06 - GA Plans
Drawing no. EHV2-BPTW-T07-ZZ-DR-A-1007 Rev C04 - Terrace 07 - GA Plans
Drawing no. EHV2-BPTW-T08-ZZ-DR-A-1008 Rev C04 - Terrace 08 - GA Plans
Drawing no. EHV2-BPTW-T09-ZZ-DR-A-1009 Rev C04 - Terrace 09 - GA Plans
Drawing no. EHV2-BPTW-T10-ZZ-DR-A-1010 Rev C04 - Terrace 10 - GA Plans
Drawing no. EHV2-BPTW-T11-ZZ-DR-A-1011 Rev C04 - Terrace 11 - GA Plans
Drawing no. EHV2-BPTW-T12-ZZ-DR-A-1012 Rev C03 - Terrace 12 - GA Plans
Drawing no. EHV2-BPTW-T13-ZZ-DR-A-1013 Rev C03 - Terrace 13 - GA Plans
Drawing no. EHV2-BPTW-T14-ZZ-DR-A-1014 Rev C04 - Terrace 14 - GA Plans
Drawing no. EHV2-BPTW-T15-ZZ-DR-A-1015 Rev C04 - Terrace 15 - GA Plans
Drawing no. EHV2-BPTW-T16-ZZ-DR-A-1016 Rev C04 - Terrace 16 - GA Plans
Drawing no. EHV2-BPTW-T17-ZZ-DR-A-1017 Rev C04 - Terrace 17 - GA Plans
Drawing no. EHV2-BPTW-T18-ZZ-DR-A-1018 Rev C03 - Terrace 18 - GA Plans
Drawing no. EHV2-BPTW-T19-ZZ-DR-A-1019 Rev C02 - Terrace 19 - GA Plans
Drawing no. EHV2-BPTW-T20-ZZ-DR-A-1020 Rev C02 - Terrace 20 - GA Plans
Drawing no. EHV2-BPTW-T21-ZZ-DR-A-1021 Rev C03 - Terrace 21 - GA Plans
Drawing no. EHV2-BPTW-T22-ZZ-DR-A-1022 Rev C02 - Terrace 22 - GA Plans
Drawing no. EHV2-BPTW-T23-ZZ-DR-A-1023 Rev C02 - Terrace 23 - GA Plans
Drawing no. EHV2-BPTW-T24-ZZ-DR-A-1024 Rev C03 - Terrace 24 - GA Plans
Drawing no. EHV2-BPTW-T25-ZZ-DR-A-1025 Rev C02 - Terrace 25 - GA Plans
Drawing no. EHV2-BPTW-T26-ZZ-DR-A-1026 Rev C02 - Terrace 26 - GA Plans
Drawing no. EHV2-BPTW-T27-ZZ-DR-A-1027 Rev C03 - Terrace 27 - GA Plans
Drawing no. EHV2-BPTW-T28-ZZ-DR-A-1028 Rev C02 - Terrace 28 - GA Plans
Drawing no. EHV2-BPTW-T29-ZZ-DR-A-1029 Rev C02 - Terrace 29 - GA Plans
Drawing no. EHV2-BPTW-T30-ZZ-DR-A-1030 Rev C02 - Terrace 30 - GA Plans
Drawing no. EHV2-BPTW-T31-ZZ-DR-A-1031 Rev C02 - Terrace 31 - GA Plans
Drawing no. EHV2-BPTW-T32-ZZ-DR-A-1032 Rev C02 - Terrace 32 - GA Plans
Drawing no. EHV2-BPTW-T33-ZZ-DR-A-1033 Rev C02 - Terrace 33 - GA Plans
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-1034 Rev C02 - Terrace 34 - GA Plans
Drawing no. EHV2-BPTW-T35-ZZ-DR-A-1035 Rev C03 - Terrace 35 - GA Plans
Drawing no. EHV2-BPTW-T36-ZZ-DR-A-1036 Rev C03 - Terrace 35 - GA Plans
Drawing no. EHV2-BPTW-T37-ZZ-DR-A-1037 Rev C02 - Terrace 37 - GA Plans
Drawing no. EHV2-BPTW-T38-ZZ-DR-A-1038 Rev C02 - Terrace 38 - GA Plans

House Elevations

Drawing no. EHV2-BPTW-T01-ZZ-DR-A-2001 Rev C04 - Terrace 01 - Elevations
Drawing no. EHV2-BPTW-T02-ZZ-DR-A-2002 Rev C05 - Terrace 02 - Elevations
Drawing no. EHV2-BPTW-T04-ZZ-DR-A-2004 Rev C04 - Terrace 04 - Elevations
Drawing no. EHV2-BPTW-T05-ZZ-DR-A-2005 Rev C06 - Terrace 05 - Elevations
Drawing no. EHV2-BPTW-T06-ZZ-DR-A-2006 Rev C06 - Terrace 06 - Elevations
Drawing no. EHV2-BPTW-T07-ZZ-DR-A-2007 Rev C05 - Terrace 07 - Elevations
Drawing no. EHV2-BPTW-T08-ZZ-DR-A-2008 Rev C05 - Terrace 08 - Elevations
Drawing no. EHV2-BPTW-T09-ZZ-DR-A-2009 Rev C06 - Terrace 09 - Elevations
Drawing no. EHV2-BPTW-T10-ZZ-DR-A-2010 Rev C05 - Terrace 10 - Elevations
Drawing no. EHV2-BPTW-T11-ZZ-DR-A-2011 Rev C05 - Terrace 11 - Elevations
Drawing no. EHV2-BPTW-T12-ZZ-DR-A-2012 Rev C04 - Terrace 12 - Elevations
Drawing no. EHV2-BPTW-T13-ZZ-DR-A-2013 Rev C03 - Terrace 13 - Elevations

Drawing no. EHV2-BPTW-T14-ZZ-DR-A-2014 Rev C05 - Terrace 14 - Elevations
Drawing no. EHV2-BPTW-T15-ZZ-DR-A-2015 Rev C06 - Terrace 15 - Elevations
Drawing no. EHV2-BPTW-T16-ZZ-DR-A-2016 Rev C06 - Terrace 16 - Elevations
Drawing no. EHV2-BPTW-T17-ZZ-DR-A-2017 Rev C04 - Terrace 17 - Elevations
Drawing no. EHV2-BPTW-T18-ZZ-DR-A-2018 Rev C03 - Terrace 18 - Elevations
Drawing no. EHV2-BPTW-T19-ZZ-DR-A-2019 Rev C03 - Terrace 19 - Elevations
Drawing no. EHV2-BPTW-T20-ZZ-DR-A-2020 Rev C03 - Terrace 20 - Elevations
Drawing no. EHV2-BPTW-T21-ZZ-DR-A-2021 Rev C04 - Terrace 21 - Elevations
Drawing no. EHV2-BPTW-T22-ZZ-DR-A-2022 Rev C03 - Terrace 22 - Elevations
Drawing no. EHV2-BPTW-T23-ZZ-DR-A-2023 Rev C03 - Terrace 23 - Elevations
Drawing no. EHV2-BPTW-T24-ZZ-DR-A-2024 Rev C03 - Terrace 24 - Elevations
Drawing no. EHV2-BPTW-T24-ZZ-DR-A-2025 Rev C03 - Terrace 25 - Elevations
Drawing no. EHV2-BPTW-T26-ZZ-DR-A-2026 Rev C03 - Terrace 26 - Elevations
Drawing no. EHV2-BPTW-T27-ZZ-DR-A-2027 Rev C03 - Terrace 27 - Elevations
Drawing no. EHV2-BPTW-T28-ZZ-DR-A-2028 Rev C03 - Terrace 28 - Elevations
Drawing no. EHV2-BPTW-T29-ZZ-DR-A-2029 Rev C03 - Terrace 29 - Elevations
Drawing no. EHV2-BPTW-T32-ZZ-DR-A-2030 Rev C03 - Terrace 30 - Elevations
Drawing no. EHV2-BPTW-T33-ZZ-DR-A-2031 Rev C02 - Terrace 31 - Elevations
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2032 Rev C03 - Terrace 32 - Elevations
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2033 Rev C03 - Terrace 33 - Elevations
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2034 Rev C03 - Terrace 34 - Elevations
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2035 Rev C04 - Terrace 35 - Elevations
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2036 Rev C04 - Terrace 35 - Elevations
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2037 Rev C04 - Terrace 37 - Elevations
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2038 Rev C04 - Terrace 38 - Elevations

Street Elevations
Drawing no. EVH2-BPTW-ZZ-ZZ-DR-A-2201 Rev C04 - Proposed Site Elevation 1
Drawing no. EVH2-BPTW-ZZ-ZZ-DR-A-2202 Rev C04 - Proposed Site Elevation 2
Drawing no. EVH2-BPTW-ZZ-ZZ-DR-A-2203 Rev C02 - Proposed Site Elevation 3

Landscaping
Drawing no. 10986-LD-PLN-311 Rev P06 - Hardworks Sheet 1 of 5
Drawing no. 10986-LD-PLN-312 Rev P07 - Hardworks Sheet 2 of 5
Drawing no. 10986-LD-PLN-313 Rev P06 - Hardworks Sheet 3 of 5
Drawing no. 10986-LD-PLN-314 Rev P04 - Hardworks Sheet 4 of 5
Drawing no. 10986-LD-PLN-315 Rev P06 - Hardworks Sheet 5 of 5
Drawing no. 10986-LD-PLN-321 Rev P07 - Boundaries and Edges Plan Sheet 1 of 5
Drawing no. 10986-LD-PLN-322 Rev P07 - Boundaries and Edges Plan Sheet 2 of 5
Drawing no. 10986-LD-PLN-323 Rev P07 - Boundaries and Edges Plan Sheet 3 of 5
Drawing no. 10986-LD-PLN-324 Rev P04 - Boundaries and Edges Plan Sheet 4 of 5
Drawing no. 10986-LD-PLN-325 Rev P07 - Boundaries and Edges Plan Sheet 5 of 5
Drawing no. 10986-LD-PLN-300 Rev P04 – Phase 2 Illustrative Masterplan
Drawing no. 10986-LD-PLN-430 Rev P07 – Phase 2 Sitewide Illustrative Soft Landscape Plan
Drawing no. LD-SCH-820 Rev P03 - Illustrative Planting Schedule - Sitewide Public Realm

Reason - For the avoidance of doubt and to ensure a satisfactory form of development and visual amenity in the locality.

<u>Details Required Prior to Above Ground Works</u>

2. No development above ground level shall take place until the following architectural details (including samples if requested) have been submitted to and approved in writing by the Local Planning Authority:

   (i) Brick detailing annotated on the approved drawings
   (ii) Additional brick detailing to plots 72, 77 & 105
   (iii) Parapet capping to plots 1 to 16
   (iv) Entrance porches
   (v) Entrance canopies
   (vi) Window reveals
   (vii) Dormer windows
   (viii) Location, form, and appearance of meter boxes

   The dwellings shall thereafter be constructed in accordance with the approved details.

   Reason - To ensure that architectural features of buildings which are essential to distinctiveness of the development and satisfactory appearance of the development as a whole are assessed at a sufficiently early stage in the construction to enable their delivery in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19 and paragraphs 55 and 130 of National Planning Policy Framework.

   Informative: Plots 1 to 16, 72, 77 and 105 referred to are identified on drawing no. EHV2-BPTW-11-00-DR-A-6800 Rev C05 - Allocated Parking and Plot Strategy.

3. No development above ground level shall take place until details of the form, appearance and materials to be used for the cycle and bin stores to all houses within the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The approved cycle and bin stores shall thereafter be installed in accordance with the approved details prior to first occupation of the dwelling to which they relate.

   Reason - In order to encourage sustainable travel and to ensure satisfactory appearance and function of these buildings, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS11 and CS19.

4. Notwithstanding the details shown on drawing no. EHV2-BPTW-11-00-DR-A-5600 Rev C06 (Allocated Parking Strategy), no development above ground level shall take place until an updated plan has been submitted to and approved in writing by the Local Planning Authority to indicate provision and location of active electric vehicle charging points to serve all dwellings hereby approved. The submission shall include details of the proposed active electric vehicle charging points (comprising sockets connected to the electrical supply system that vehicle owners can plug their vehicle into, with a minimum output rating of 7kW- Mode 3, AC) and passive electric vehicle charging provision (comprising provision of the network of cables and an associated power supply necessary to connect to future EV charging points). The details shall include arrangements for management and maintenance of the electric vehicle charging points that are located within communal car parking areas and privately maintained highway verges.

   The approved active and passive electric vehicle charging points shall thereafter be installed prior to first occupation of the dwelling or car park to which they relate and shall thereafter be retained in working order at all times.

Reason - In order to encourage sustainable travel and protect amenity, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS11 and CS19 and paragraphs 107 and 112 of National Planning Policy Framework.

5. Notwithstanding the details hereby approved, no development above ground level shall take place until a detailed lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The detailed lighting scheme shall include the form, appearance and lux levels of the proposed lighting and include sufficient detail to demonstrate how the lighting will mitigate impacts on ecology. The details shall include a plan showing how lighting will be co-ordinated with soft landscaping. The lighting shall be installed in accordance with the approved details and in the approved locations shown on drawing no. 332410098/200.701/001 Rev P05 prior to the relevant road(s) or spaces first being brought into use by members of the public and thereafter retained in working order at all times.

   Reason - In order to ensure an acceptable standard of development upon completion, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

6. No development above ground level shall take place until details of photovoltaic panels have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate how they accord with the energy generation indicated in section 3.4 of the Energy and Sustainability Statement v2 by Stantec dated March 2022 (ref. 46600 / 3002) and shall include the location, appearance, form and technical specification of the photovoltaic panels, and how they would be integrated into roofs of the dwellings. The photovoltaic panels shall be installed in accordance with the approved details prior to first occupation of the dwelling to which they relate and thereafter be retained in working order at all times.

   Reason – To ensure an acceptable standard of development and upon completion and implementation of on-site renewable energy generation, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS18 and CS19.

7. No development above ground level shall take place until details of the form and appearance of all boundary treatments as shown on the approved boundaries and edges plans have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved boundary treatments shall be installed prior to first occupation of the dwelling or public open space to which they relate and be retained at all times unless written permission of the Local Planning Authority for their removal having first been obtained.

   Reason - To maintain a good standard of design and residential amenity in accordance with adopted Local Plan Core Strategy Policy CS19.

8. No development above ground level shall take place until details of the proposed specialist glazing and mechanical ventilation heat recovery (MVHR) system for the residential dwellings to which they relate has been submitted to and approved in writing by the Local Planning Authority.

   The glazing details shall include location and façade, form, performance specification and trickle vents, which shall be installed prior to the first occupation of the of the residential dwelling to which they relate. The MVHR details shall include air intake locations, dust filtration and show how noise/vibration created by the ductwork serving the ventilation system will be adequately controlled between and within properties. Details shall include arrangements for long term maintenance and efficiency of the MVHR systems which shall be installed prior to first occupation of the residential

dwellings to which they relate (namely plots 75, 76, 106, 107, 108 and 109 as indicated on drawing no. EHV2-BPTW-11-00-DR-A-6800 Rev C05 - Allocated Parking and Plot Strategy) and thereafter maintained in full working order at all times.

The development shall incorporate the noise mitigation measures shown in the Northfleet Embankment West, Phase 2 Acoustic report Rev. 2 dated March 2022 (Ref. 332410098) and Additional Acoustic Modelling dated 28 March 2023, prior to first occupation of the dwelling to which it relates.

Reason – In order to protect residential amenity of the future occupants from industrial noise and in order to protect the commercial viability of safeguarded wharves, in accordance with adopted Local Plan Core Strategy Policy CS19 and Kent Minerals and Waste Local Plan Policy DM8.

9. No development above ground level shall take place until final details of the measures to preserve the single kiln and associated chambers indicated on drawing no. 1803/05/8015 Rev C (Phase 2 Southern Kiln Archaeology Works Sections) have been submitted to and approved in writing by the Local Planning Authority. The works to preserve the single kiln and associated chambers in situ shall be carried out in full accordance with the approved details prior to occupation of the adjacent dwellings (namely plots 61, 62, 66 and 67 as indicated on drawing no. EHV2-BPTW-11-00-DR-A-6800 Rev C05 – Allocated Parking and Plot Strategy) and shall thereafter be retained at all times.

   Reason - To ensure that features of archaeological interest are properly examined and recorded, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS09 and CS20.

10. No development above ground level shall take place until a detailed soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority and shall include the type and species of planting to be carried out, to include their quantity and size. The soft landscaping scheme shall accord with details illustrated and annotated on the approved drawings, but notwithstanding reference to planting mixes and tree species shown on drawing no. 10986-LD-PLN-430 Rev P07 - Phase 2 - Sitewide Illustrative Soft Landscape Plan it shall adopt a planting approach which is not reliant on large areas of planting mixes and include hedge planting to elevations of dwellings fronting Hive Lane and College Road and large tree species such as Tilia Cordata will be replaced with smaller Cultivar trees along street verges. The soft landscaping within Kiln Pocket Park will be informed by retained archaeology and should include details of the proposed tree pit root barrier.

    Thereafter the approved soft landscaping scheme shall be carried out in full during the first available planting season prior to occupation of the adjacent dwelling to which it relates, street planting prior to first use of the road by public vehicles and public open space by occupation of adjacent dwellings. The soft landscaping shall be maintained in accordance with the landscape and ecological management plan (LEMP) to be approved pursuant to the outline planning permission. Any trees, plants or grass that die, are damaged, removed or become diseased within 5 years shall be replaced with a species of a similar size and species during the next available planting season.

    Reason - In order to ensure an acceptable and functional standard of development upon completion and to protect below ground archaeological remains, in accordance with adopted Gravesham Local Plan Core Strategy policies CS12, CS19 and CS20 and paragraph 130 of the National Planning Policy Framework.

Details Required prior to First Occupation

11. Prior to the first occupation of the dwelling or area of open space to which they relate, the ecological enhancement measures shown in Figure 1 of the Phase 2 Ecological Mitigation and Enhancement Strategy Rev. B by AA Environmental Limited dated November 2022 shall be installed in accordance with details of their form and siting which have first been submitted to and approved in writing by the local planning authority, and thereafter retained at all times.

    Reason - To accord with the terms of the application by ensuring ecological enhancement measures are incorporated and retained as part of the development in accordance with adopted Gravesham Local Plan Core Strategy Policies CS12 and CS19 and paragraph 180 of the National Planning Policy Framework.

12. Prior to the first occupation of any dwelling hereby approved a detailed specification of all items of proposed play equipment and all street furniture (including visitor cycle stands) shall be submitted to and approved in writing by the Local Planning Authority. The details shall accord substantially with details illustrated and annotated on the approved drawings and be implemented in full prior to the space they relate to being first made available for public use.

    Reason - In order to ensure an acceptable and functional standard of development upon completion, in accordance with adopted Gravesham Local Plan Core Strategy policy CS19.

    Informative: Play equipment and street furniture are identified on the approved hardworks plans including informal play and landscape connections to College Road, eastern end of the Mews street adjacent to the cliff

13. Prior to the first occupation of any dwelling hereby approved full details of the proposed heritage interpretation measures within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details submitted shall accord substantially with details illustrated and annotated on the approved drawings and Design and Access Statement and shall include:

    a) Kiln Pocket Park above ground interpretation of below ground archaeological remains shown in drawing no. 10986-LD-PLN-310 Issue K – General Arrangement Plan
    b) Flint detailing along the College Road boundary
    c) The location, form, appearance, and content of the heritage interpretation boards shown in drawing no. 10986-LDN-PLN-310 Issue K – General Arrangement Plan.
    d) Low brick play walls and seating areas.

    The approved heritage interpretation details shall thereafter be installed prior to the relevant area of open space first being made available for public use or occupation of adjacent residential dwellings and retained at all times.

    Reason - To ensure satisfactory interpretation of features of historical and archaeological interest in accordance with adopted Gravesham Local Plan Core Strategy Policy CS20 and National Planning Policy Framework paragraph 205.

14. Prior to the first occupation of any dwelling hereby approved a Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Parking Management Plan shall expand upon the proposals outlined in Phase 2

Technical Note by Stantec dated 24 March 2022 (Ref:332410098) and 12 December 2022 (Ref. 332410098/200.101/TN003 Rev B) including details of the following:

a) On street parking restrictions and management/enforcement arrangements;
b) Permit allocation and management of on-street and visitor parking as identified in drawing no. EHV2-BPTW-11-00-DR-A-5600 Rev C06 – Allocated Parking Strategy; and
c) On street electric vehicle charging infrastructure.

The development shall thereafter be managed in full accordance with the approved Parking Management Plan, which shall also be incorporated within and subject to reviews at the same time as the Residential Travel Plan to be approved pursuant to condition 33 of the outline planning permission.

Reason - To ensure adequate management arrangements for residential and visitor car parking, the free flow of traffic on the highway, and to encourage sustainable travel in accordance with Gravesham Local Plan Core Strategy policy CS11 and saved Local Plan First Review Policy P3.

15. Prior to the first occupation of any dwelling hereby approved a Highway Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The content of Highway Management Plan shall include details of the management and maintenance arrangements for all components of the highway including the carriageway, footpaths, verges/landscaping, street lighting and any other street furniture. The Plan shall also include details of the legal and funding mechanism(s) by which the long term implementation of the Plan will be secured by the developer with the management body responsible for its delivery. The approved Plan will be implemented in accordance with the approved details.

    Reason - To ensure adequate management arrangements for private highways, verges and street lighting, to ensure the free flow of traffic on the highway, and to encourage sustainable travel in accordance with Gravesham Local Plan Core Strategy policy CS11 and saved Local Plan First Review Policy P3.

16. Notwithstanding the details on drawing no. 1803/05/2050 Rev B (College Road Proposals), no development above ground level shall take place until revised details of the College Road highway proposals, to include incorporation of landscaping and drainage, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, prior to first occupation of any dwelling fronting College Road the highway improvements shall be completed in full in accordance with a s.278 Agreement to be entered into with the local highway authority.

    Reason - In the interests of highway safety and pursuant to the requirements of Gravesham Local Plan Core Strategy Policy CS11: Transport.

<u>Compliance Conditions</u>

17. The dwellings identified on drawing no. EHV2-BPTW-XX-XX-SH-A-0707-C03-A3 Phase 2 Accommodation Schedule - plots 17, 21 – 52, 62, 66, 68, 105 – 113, 115 – 118, 120 – 126 and 130 - 132 hereby approved shall be designed and constructed in accordance with optional Building Regulations Part M4 [2] - Accessible and Adaptable Dwellings.

Reason - To accord with the terms of the application by ensuring the provision of accessible and adaptable dwellings, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

18. The development hereby approved shall incorporate measures specified within the Energy and Sustainability Statement v2 by Stantec dated March 2022 (ref. 46600 / 3002):
    (i) Proposed Be Lean Passive Design Measures – Fabric Specification detailed within Table 3.1; and
    (ii) Building Services detailed within section 3.3.

    These measures shall be implemented in full prior to first occupation of the dwelling to which they relate.

    Reason - To accord with the terms of the application and support carbon reduction and energy efficiency in accordance with adopted Gravesham Local Plan Core Strategy Policy CS18.

19. All dwellings hereby approved shall meet Building Regulations Part G optional requirement for water efficiency of 110 litres per person per day. The water efficiency measures to achieve this, including provision of water butts and composting bins, as set out in the Energy and Sustainability Statement v2 by Stantec dated March 2022 (ref. 46600 / 3002) shall be implemented in full prior to first occupation of the dwelling to which they relate.

    Reason – To accord with the terms of the application and support the sustainable surface water drainage system, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS18.

20. Hard landscaping as shown on the approved plans shall be installed prior to first occupation of the dwelling to which it relates and shall thereafter be retained at all times.

    Reason - To safeguard neighbouring amenity and maintain a good standard of design, public realm, and private external amenity areas, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

21. Visibility splays identified in drawing number 332410098_200.101_003 in Appendix A of the Phase 2 Access and Parking Technical Note dated March 2022 shall be provided prior to the road junctions coming into use. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any provision equivalent to that Order revoking and re-enacting that Order, no obstruction shall be erected or placed within the visibility splays so as to obscure them.

    Reason - In the interest of highway and pedestrian safety, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS11 and Local Plan First Review Saved Policy T5.

22. The residential vehicle parking and turning areas shown on the approved plans shall be formed, surfaced, drained and marked out prior to the building to which they relate first being occupied. Visitor spaces, the location of which is indicated on the approved drawings, shall be clearly demarcated as such and shall remain unallocated at all times. Notwithstanding the provisions of the Town and Country (General Permitted Development) (England) Order 2015 (as amended), or any provision equivalent to it in

any statutory instrument revoking and re-enacting that Order, no development shall be carried out on the site in such a manner or in such a position as to preclude the use of or access to the approved vehicle parking and turning areas.

Reason - To ensure sufficient off-street car parking provision to serve the development, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS11 and saved Local Plan First Review Policy P3.

23. All windows annotated on the approved plans as comprising obscured glazing shall be fitted with obscured glazing at all times.

Reason - In order to protect the amenity and privacy of adjoining properties in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

24. Notwithstanding the provisions of Article 3, Part 1 Classes A, B, D, G and H of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or in any equivalent Class in any Order revoking or re-enacting that Order, no additional window, door or other form of opening other than those shown on the approved drawings shall be formed, no addition or alteration to the roof or the construction of a porch outside any external door, nor installation of any satellite dishes or other microwave antenna, chimney, flue or soil and vent pipe, shall be carried out without the prior written permission of the Local Planning Authority having first been obtained.

Reason - To safeguard neighbouring amenity and maintain a good standard of design and private external amenity areas, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

25. Notwithstanding the provisions of Article 3, Part 1 Class F, and Part 2 Classes A and B of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or in any equivalent Class in any Order revoking or re-enacting that Order, no additional hard surface for the purpose of parking a motor car, no additional means of access to a highway and no erection, construction or alteration to a gate, fence or other means of enclosure, shall be carried out without the prior written permission of the Local Planning Authority having first been obtained.

Reason - In order to maintain a good standard of design and amenity, to maintain the character of the development and to ensure the proper planning of the area in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

INFORMATIVES

1. ADDITIONAL DOCUMENTS

The following documents have been considered in the assessment of this planning application:

- Design and Access Statement by BPTW dated April 2022
- Planning Statement by Savills dated 5 April 2022
- Phase 2 Ecological Mitigation and Enhancement Strategy Rev B by AA Environmental Limited dated November 2022
- Arboricultural Implications Report prepared by SJA Trees dated March 2022
- Ecological Technical Note by AA Environmental Limited dated September 2022
- Northfleet Embankment West Heritage and Technical Feasibility Assessment by RPS dated April 2023 v3

- Palaeolithic Archaeological and Geoarchaeological Excavation report by RPS dated February 2021
- Laser Scan and Photogammetry Survey by Wessex Archaeology dated November 2021
- Northfleet Embankment West Phase 2 Infrastructure Assessment by Stantec dated March 2022
- Northfleet Embankment West, Phase 2 Acoustic report Rev. 2 dated March 2022 (Ref. 332410098)
- Technical Note Additional Acoustic Modelling dated March 2023
- Northfleet Embankment West, Phase 2 - Acoustic Report by Stantec dated March 2022
- Northfleet Harbour Village – Phase 2 – Air Quality Technical Note by Stantec dated March 2022
- Phase 2 Access and Parking Technical Note by Stantec dated March 2022
  RSA Designers Response by Stantec dated October 2022
  Energy and Sustainability Statement v2 by Stantec dated March 2022 (ref. 46600 / 3002)
- Drainage Technical Note by RLT dated March 2022
- Outdoor Lighting Report by Stantec dated March 2022
- College Road Proposals - drawing no. 1803/05/2050 Rev B by RLT dated December 2022
- Northfleet Embankment West – Phase 2 - Amendments and responses to EDC comments – C03 by BPTW dated October 2022
- Response to Highways Comments by Stantec dated October 2022
- Response to First Plan Comments by Stantec dated October 2022
- Response to PLA Comments by Stantec dated October 2022
- Response to Highways Comments by Stantec dated November 2022
- Response to Highways Comments by Stantec dated March 2023

2. OUTLINE PLANNING PERMISSION

The applicant is reminded that this decision is an approval of reserved matters pursuant to an outline planning permission and that the conditions attached to the outline planning permission also have to be complied with.

For avoidance of doubt this reserved matters approval provides information required under conditions 2, 9, 11 and 15 of the outline planning permission subject to any relevant conditions set out in this decision notice. This approval does not however have the effect of discharging any other conditions imposed on the outline planning permission.

3. DEVIATION FROM APPROVED PLANS

It is possible that any proposed deviation from the approved plans could be classed as a 'material' change requiring a further application/permission. In the event that any change is proposed, applicants are advised to seek advice from the Local Planning Authority as proceeding without the necessary permissions could nullify this permission.

4. BUILDING REGULATIONS AND OTHER CONSENTS

This decision does not imply any consent which may be required under the Building Regulations or under any other enactment or provision. Nor does it override any private rights which any person may have relating to the land affected by this decision, including the provisions of the Party Wall Act 1996 etc.

5. KCC HIGHWAYS

It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway. Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs, or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

6. NAMING AND NUMBERING (GBC)

As a result of the development, it appears that a change has to be made to the national property gazetteer. It is a legal requirement that a property or premises is registered.

The Naming and Numbering Certificate, when issued, will reduce location or delivery problems via Royal Mail or other carriers, and importantly for the Police, Ambulance, and Fire & Rescue services. Registration is also necessary to register to vote, for utility connections, and will avoid duplicate addresses. The Naming and Numbering service is provided by the Borough Council. Further information is available from the following page of the council's website: https://www.gravesham.gov.uk/home/planning-and-building/street-naming-and-numbering-register/overview.

It should be noted that the approved Heritage Management Plan includes a commitment by the developer to engagement with local residents/groups to inform a strategy for street naming at the application site.

7. KENT FIRE AND RESCUE SERVICE

Applicants should be aware that in the event of planning permission being granted the Fire and Rescue Service would require emergency access, as required under the Building Regulations 2010, to be established. Fire Service access and facility provisions are a requirement under B5 of the Building Regulations 2010 and must be complied with to the satisfaction of the Building Control Authority. A full plans submission should be made to the relevant building control body who have a statutory obligation to consult with the Fire and Rescue Service.

8. POSITIVE AND CREATIVE APPROACH TO DECISION MAKING

In accordance with paragraph 38 of the National Planning Policy Framework, Ebbsfleet Development Corporation, as local planning authority, has taken a positive and creative approach to the proposed development, focusing on finding solutions.

The applicant/agent was provided with pre-application advice and was advised of planning issues during the processing of the application and additional information has been submitted to address these. The application was determined within the relevant timescales agreed through an extension of time.

1.0 SITE CONTEXT AND PROPOSAL

1.1 Site Context

Northfleet Embankment West Strategic Site

1.1.1 This application relates to part of the site known as Northfleet Embankment West which lies within the Northfleet Riverside strategic development area as identified in the EDC Implementation Framework. Northfleet Embankment West comprises the former Northfleet Cement Works which ceased operation in December 2008. Demolition of the majority of the buildings and structures was completed in 2010. The whole site covers approximately 31 hectares in area and includes Church Path Pit and Vineyard Pit located to the south and connected to the main site by road tunnels. Northfleet Embankment West includes 12 hectares of residential land to the west of the site and 19 hectares of employment land to the east and south.

1.1.2 The wide scale excavation of cement and lime works between the River Thames and Northfleet High Street has led to significant topographical changes in the area. The upper levels of land are 20m to 30m above the lower land levels demarcated by cliffs and slopes.

1.1.3 Heavy industry and employment operations take place within the wider Northfleet Riverside including manufacturing, a tissue paper mill, aggregates import, a builder's yard, together with some vacant plots. Within Northfleet Embankment West there are two wharves safeguarded by the Kent Minerals and Waste Local Plan for their minerals function and the waterfront is formed of man-made flood protection walls. Commercial operations take place at 42 Wharf located at the eastern end, which is operated by Tarmac to serve their existing Bulk Powders Import Terminal and will also serve their approved Bulk Aggregates Import Terminal. Robins Wharf lies at the western end adjacent to where the River Ebbsfleet enters the River Thames via Robin's Creek. The redundant Bevans Wharf is no longer operational and is not safeguarded.

1.1.4 The site contains one listed building, which is the Grade II Listed Bevans War Memorial located adjacent to the remaining office building. The Grade II Listed Northfleet Lower Lighthouse is located on 42 Wharf that fronts the application site.

1.1.5 The wider settlement of Northfleet is located to the southeast of the site, where the land use is predominantly residential, with some commercial uses, including shops, services and other local facilities including a primary school. The North Kent Line passes close to the site and Northfleet Station is located south of Northfleet High Street. Ebbsfleet International and Domestic Stations are also nearby, approximately 0.5km to the south of the North Kent Line.

1.1.6 The site lies within the Northfleet Industrial Air Quality Management Area and comprises part of the North Kent Innovation Zone which is designated as an Enterprise Zone.

1.1.7 There are a number of Public Rights of Way traversing the site. Public footpaths NU3, NU6, NU42 and NU7 run through the proposed development with NU6 forming part of the England Coast Path running along the River Thames.

1.1.8 The image below shows the Northfleet Embankment West site in its wider context:

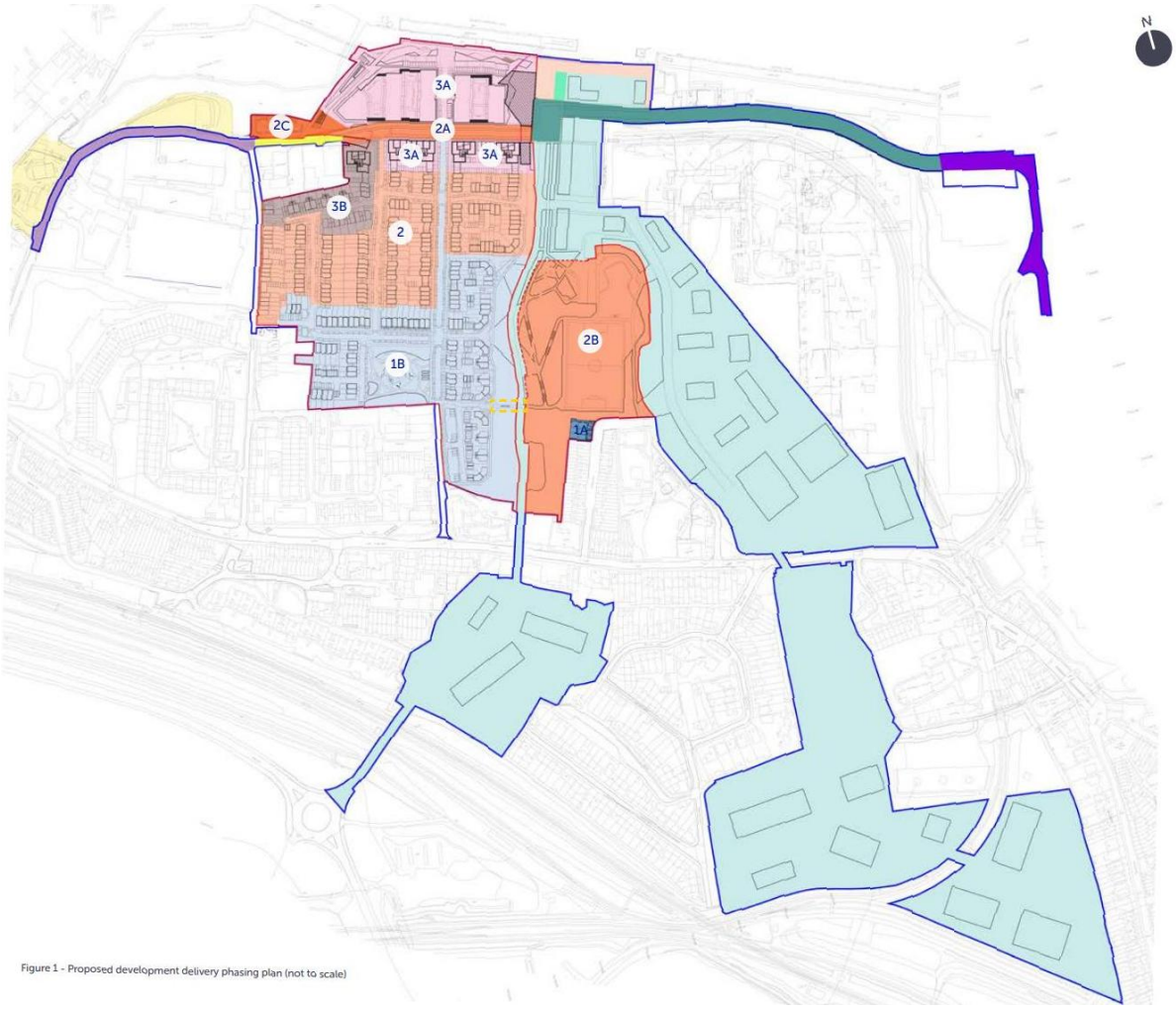


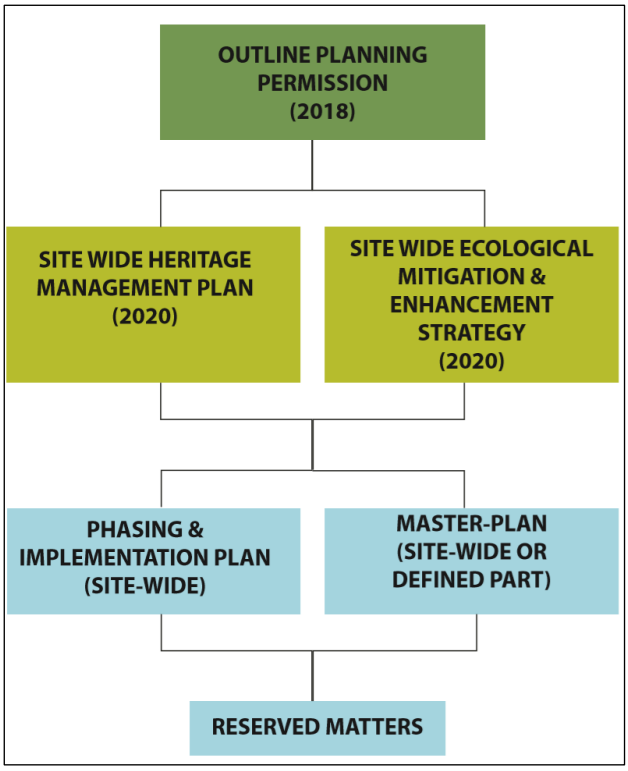
Figure 1 - Proposed development delivery phasing plan (not to scale)

Planning Background

1.1.9 Outline planning permission (reference EDC/16/0004) with all matters reserved was

granted in June 2018 for a mixed-use development comprising up to 532 residential dwellings, 46,000sqm of employment floorspace, a neighbourhood centre with retail units and a community centre and riverside pubs and restaurants. The permission was accompanied by a s.106 Agreement. The land was subsequently sold and is now in dual ownership. The land approved for residential development was purchased by Bellway Homes in early 2020 and the remaining employment land is owned by Northfleet Property LLP which was acquired by NWM Investments.

1.1.10 The outline planning permission is tiered and requires approval of particular documents prior to being able to move onto the next stage. The structure of the outline permission is shown below.


OUTLINE PLANNING PERMISSION (2018)
SITE WIDE HERITAGE MANAGEMENT PLAN (2020)
SITE WIDE ECOLOGICAL MITIGATION & ENHANCEMENT STRATEGY (2020)
PHASING & IMPLEMENTATION PLAN (SITE-WIDE)
MASTER-PLAN (SITE-WIDE OR DEFINED PART)
RESERVED MATTERS

Structure of the Outline Planning Permission

1.1.11 A Heritage Management Plan and an Ecological Mitigation and Enhancement Strategy were approved in April 2020 and May 2020 respectively.

1.1.12 A detailed residential masterplan, approved in December 2020, provides a comprehensive set of design parameters for the residential land. The parameters include different character areas to ensure a locally distinctive development reinforcing local character and heritage, and a high-quality framework against which future reserved matters applications are to be assessed. It also carried forward from the outline planning permission commitments in respect of sustainable building design including incorporation of green/brown roofs on some buildings, electric vehicle charging (active or passive) across the whole scheme, sustainable drainage, water reduction and small-scale renewable energy generation.

1.1.13 A non-material amendment was approved to amend the wording of condition 7 to allow for reserved matters approval to be granted on parts of the site in advance of approval of a site-wide detailed Phasing and Implementation Plan. The proposed change would have the effect of allowing reserved matters approval to be granted for

124 of the 532 dwellings approved by the outline planning permission on the wider site and would allow approval/delivery of standalone infrastructure including Bevans Park, the SUDs park and the Fastrack bus corridor. The Phasing and Implementation Plan would require approval in advance of any further residential RMA approvals or any employment floorspace RMA approvals.

1.1.14 Following the non-material amendment to condition 7, Reserved Matters applications were approved for Phase 1A for 3 dwellings in December 2020, Phase 1B for 121 dwellings in November 2021, Phase 2C for SUDs and public realm in December 2022 and Bevans Park Bridge in March 2023. In addition, a standalone full planning permission was granted in February 2023 for an additional 3 dwellings adjacent to Phase 1B. At the time of writing this report the Reserved Matters application for Bevans Park was still under consideration.

1.1.15 A non-material amendment was approved to amend the wording of condition 5a to increase the number of residential units from 532 to 567 and increase the size of the community use floorspace in May 2023.

1.1.16 The site-wide Phasing and Implementation Plan was approved in June 2023. This sets out a programme for delivery of residential, employment and other floorspace, open space and the provision of infrastructure required to support the development to ensure that the development proceeds in an orderly and balanced manner in respect of both the location of and mix of development.

1.1.17 Reserved Matters applications have recently been submitted for Phase 3A and Phase 3B of the residential development, employment land at the Triangle site, Vineyard Pit and Church Path Pit and the Bus Road West and Granby Road sections of the Fastrack route. The deadline for submission of Reserved Matters applications against this outline planning permission has now passed.

1.1.18 Alongside the Reserved Matters applications, full planning permission was also granted in July 2021 for the formation of a development platform across the Northfleet Embankment West site, comprising the land benefitting from outline planning permission for residential and employment development, and earthworks for the future residential development have commenced under this stand-alone permission.

Application Site – Residential Phase 2

1.1.19 The application site comprises an area of approximately 3.1 hectares with site levels reducing from south to north towards the River Thames which lies approximately 300m to the north.

1.1.20 Phase 2 is located within the central area of the residential development between Phase 1B to the south, Phase 1A to the southeast and future residential phases 3A and 3B to the north. The site is bounded by College Road, which runs north to south on the western edge of the site. To the east is the employment land to be developed as part of the wider outline planning permission and a proposed electricity substation, with full planning permission, that has not yet been implemented.

1.1.21 The main access to the development is proposed through Phase 1B via an extension of Hive Lane which itself is accessed from Northfleet High Street. Access will also be gained for two parking courts from College Road.

1.1.22 Existing residential properties lie to the west in College Road, as well as land in existing employment use. To the east, at a lower land level, lies the commercial access road serving Tarmac and the commercial wharf operations. Beyond this, to the southeast, lies a prominent escarpment proposed for a heritage park (Bevan's Park), public open space to serve both existing and future residents. The park levels would align with that of Phase 1B with a new pedestrian/ cycle bridge as a link between them, providing east-west connectivity between the residential land through the heritage park and to the local primary school.

1.1.23 The site lies within Flood Zone 1, Groundwater Source Protection Zone 2 (Outer Protection Zone) and Northfleet Industrial Air Quality Management Area declared for particulates emissions.

1.2 Proposal

1.2.1 This application seeks approval of reserved matters including details of access, layout, scale, appearance, and landscaping for 130no. dwellings, of which 40no. would be delivered as affordable housing, and with associated highway infrastructure, parking, and servicing.

1.2.2 This reserved matters application is submitted pursuant to the parameter plans approved in the outline planning permission and the approved detailed residential masterplan. The proposal has a mix of 2, 3 and 4 bed detached, semi-detached and terraced house types across the scheme.

1.2.3 The proposals would provide the following accommodation:

Dwelling Type	**2 bed**	**3 bed**	**4 bed**	**Total**
Private House	27	47	16	90
Shared Ownership House	14	14	4	32
Affordable Rented House	5	1	2	8

1.2.4 The diverted route of Public Footpath NU3 will run through Phase 2 in addition to other pedestrian and cycle routes.

1.2.5 The outline planning permission has conditions imposed that require submission of additional details alongside reserved matters application. This application seeks to discharge conditions 9 (a – d) for finished floor levels, noise attenuation, ecological mitigation and enhancement strategy and schedule of public open spaces, condition 11 for an updated sustainability statement, condition 15 for details of public realm and public art and condition 40 for retention of the College Road flint boundary wall.

1.2.6 The application is accompanied by the following:

- Location and Site Plans
- Strategy Plans – Parking, Refuse, Cycle, Roof Plan/PV, Material and Finished Floor Levels
- Street Elevations
- Floor Plans and Elevations
- Hard and Soft Landscaping, Boundaries and Edging Plans

- Planning Statement
- Design and Access Statement
- Ecological Mitigation and Enhancement Strategy
- Heritage Excavation Report
- Heritage and Technical Feasibility Assessment
- Infrastructure Assessment including Acoustic Report and Air Quality Technical Note
- Statement of Community Involvement including Northfleet Art Competition Report
- Energy Sustainability Statement
- Access and Parking Technical Note
- Lighting Report and Strategy

2.0 RELEVANT PLANNING HISTORY

Wider Northfleet Embankment West Site – Outline Planning Permission

2.1 **EDC/16/0004** - Outline application with all matters reserved for a mixed development including up to 532 dwellings and up to 46,000 sq. m employment floorspace. Approved by EDC on 8th June 2018.

2.2 **EDC/19/0124** - Application for non-material amendments to conditions 7 and 8 of outline planning permission reference no. EDC/16/0004 to allow submission of the Phasing and Implementation Plan and Detailed Masterplan for approval either prior to or at the same time as submission of the first Reserved Matters application. Approved by EDC on 8th August 2019.

2.3 **EDC/19/0201** - Application for the discharge of condition 6(a) attached to outline permission reference no. EDC/16/0004 relating to a site-wide Heritage Management Plan. Approved by EDC on 17th April 2020.

EDC/19/0202 - Application for the discharge of condition 6(b) attached to outline permission reference no. EDC/16/0004 relating to an Outline Ecological Mitigation and Enhancement Strategy. Approved by EDC on 21st May 2020.

2.4 **EDC/20/0077** - Application for non-material amendment to outline planning permission reference EDC/16/0004 to allow for the relocation of the community facility involving (i) change to description of development, (ii) changes to the wording of condition 4 to replace the Land Use and Development Framework Parameter Plans and (iii) changes to wording of condition 14. Approved by EDC on 17th December 2020.

2.5 **EDC/23/0034** - Non-material amendment to outline planning permission reference EDC/16/0004 to amend the Description of Development and wording of Condition 5(a) to allow for a revised total of up to 567 residential dwellings (Use Class C3) and to amend the wording of Condition 14 to increase the minimum floorspace of the community facility. Approved by EDC on 28th April 2023.

Phasing and Implementation Plan

2.6 **EDC/20/0079** - Application for the discharge of condition 7 attached to outline planning permission reference no. EDC/16/0004 relating to a detailed Phasing and Implementation Plan. Approved by EDC on 29th June 2023.

2.7 **EDC/20/0176** - Application for non-material amendment to outline planning permission reference no EDC/16/0004 to amend the wording of condition 7 to allow development on land at Factory Road to be commenced in advance of the site-wide Phasing and Implementation Plan. Approved by EDC on 17th December 2020.

2.8 **EDC/21/0138** - Application for non-material amendment to outline planning permission reference EDC/16/0004 to amend the wording of condition 7 to allow development on parts of the site to be commenced in advance of approval of the sitewide Phasing and Implementation Plan. Approved by EDC on 7th January 2022.

Residential Masterplan

2.9 **EDC/20/0080** - Application for the partial discharge of condition 8 attached to outline planning permission reference no. EDC/16/0004 relating to a detailed Masterplan for the residential land. Approved by EDC on 17th December 2020.

Reserved Matters – Residential land

2.10 **EDC/20/0076** - Application for approval of reserved matters (relating to access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land at Factory Road (**Phase 1A**) comprising the erection of 3no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, and ecological mitigation and enhancement strategy (Condition 9), renewable energy, water conservation and carbon reduction technologies (Condition 11), soft landscaping, boundary treatments, and the treatment of public highways and vehicle parking (Condition 15), land re-profiling (Condition 17), measures to protect existing infrastructure (Condition 19), and surface materials (Condition 30).
Approved by EDC on 18th December 2021

2.11 **EDC/21/0081** - Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north of Hive Lane (**Phase 1B**) comprising the erection of 121no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (condition 11), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15). EDC Planning Committee resolution to approve on 17th November 2021.

2.12 **EDC/21/0206** - Reserved matters pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north and east of College Road (**Phase 2C**) to create a Sustainable Urban Drainage System and associated public realm, including details relating to site levels, ecological mitigation and enhancement strategy, details of design and maintenance of public realm (Condition 9), surface materials palette, furniture, lighting strategy, soft landscaping and boundary treatments, public art and heritage interpretation including timescales for provision (Condition 15). Approved by EDC on 21st December 2022. EDC/21/0222 - Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north and west of Factory Road (Phase 2B) to create a heritage park and playing pitch including a pedestrian/cycle bridge and public realm together with details relating to site levels, ecological mitigation and enhancement strategy, noise attenuation, details

of design and maintenance of public realm (Condition 9), soft landscaping, boundary treatments, furniture and play equipment, lighting strategy, public art and heritage interpretation including timescale's for commissioning and installing public art, provision for heritage interpretation and deployment of artefacts (condition 15). Approved on 21st December 2022.

2.13 **EDC/22/0120** – Construction of a Pedestrian/Cycle Bridge over the highway (Bevans Park Bridge). Approved by EDC on 23rd March 2023

2.14 **EDC/23/0078** - Reserved Matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land south of the River Thames (**Phase 3B**) comprising the erection of 40 no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy, and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (Condition 11), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15). Pending decision.

2.15 **EDC/23/0086** - Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north east of College Road (**Phase 3A**) comprising the erection of 273 no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy, and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (condition 11), community facility (condition 14), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15). Pending decision

Reserved Matters – Employment Land

2.16 **EDC/23/0096** - Reserved Matters Application (matters relating to access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for the employment land at the Triangle Site and Vineyard Pit comprising the erection of industrial and logistics units (Use Classes E(g)(iii) and/or B2 and/or B8) with ancillary office accommodation, external yard areas, staff and operational vehicle parking, servicing and associated works. Pending decision.

2.17 **EDC/23/0097** - Reserved Matters Application (matters relating to access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for the employment land at Church Path Pit comprising the erection of industrial and logistics units (Use Classes E(g)(iii) and/or B2 and/or B8) with ancillary office accommodation, external yard areas, staff and operational vehicle parking, servicing and associated works. Pending decision.

Fastrack route

2.18 **EDC/22/0132** - Application for the partial discharge of Condition 8 attached to planning permission reference no. EDC/16/0004 relating to a detailed Masterplan for the Fastrack route and adjacent land within the non-residential land. Pending decision.

2.19 **EDC/22/0133** - Reserved Matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land east of Grove Road and west of Granby Road comprising the Fastrack route together with associated infrastructure including details relating to site levels, ecological mitigation and enhancement strategy, and public open space (condition 9), design and maintenance of the public realm (condition 15). Pending decision.

2.20 **EDC/22/0142** - Highways improvement including road widening at The Shore/Granby Road to accommodate two-way running of the eastern extent of the Fastrack route. Pending decision.

2.21 **EDC/23/0100** - Reserved Matters Application pursuant to Condition 2 of Outline Planning Permission (OPP) reference EDC/16/0004 for the creation of Fastrack Bus Road West Route (**Phase 2A**). Pending decision.

2.22 **EDC/23/0101** - Reserved Matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 at Granby Road comprising the Fastrack Granby Road route together with associated infrastructure including details relating to site levels (condition 9). Pending decision

Wider Northfleet Embankment West Site – Development Platform

2.23 **EDC/20/0147** - Formation of a development platform (residential and employment) comprising excavation and infilling of the site, including access roads.
Approved by EDC on 7th July 2021

2.24 **EDC/22/0117** - Installation of a 33/11kV primary electricity substation with associated vehicular access and boundary fencing. Approved by EDC on 2nd March 2023.

3.0 PUBLICITY AND REPRESENTATIONS

3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) weekly list of planning applications

3.2 Neighbour notification letters were sent to 227 local addresses as well as adjoining major landowners Tarmac and NWM Properties.

3.3 The proposals were also advertised on site via 8no. notices and publication in a local newspaper for the following reason: Major Development.

3.4 In addition, Northfleet North ward councillors and Northfleet Harbour Restoration Trust were notified.

3.5 Although Bellway Homes did not have a specific in-person public consultation event for Phase 2 there is ongoing online public consultation website for all phases of the Harbour Village development.

3.6 At the time of writing this report **31no. written representations** were received for this application, summarised as follows:

- Loss of industrial heritage – kilns and factories should be incorporated into the development. The cement industry shaped Northfleet. These relics should be preserved not destroyed. These are some of the earliest and best-preserved cement kilns and cement factory and are likely to be of national significance and should be protected, used for education purposes, put to community use or moved to the heritage park.
- Highways impacts - Increase in traffic. Inadequate access Inadequate parking provision. Inadequate public transport provision
- Impact on residential amenity – Loss of light. Loss of privacy. Overlooking. Loss of parking. Close to adjoining properties. Noise nuisance.
- Environmental impacts - Impact on local ecology. Increased flood risk. Increased pollution. Contaminated land.
- Design – Out of keeping with the character of the area. Overdevelopment of the site. Houses are too small. Buildings too high. Not enough open space.
- Impact on local services and facilities - Strain on existing community facilities like hospital. Negative long term impact on the existing Northfleet residents

3.7 First Plan on behalf of Aggregate Industries UK Ltd (AI) and Brett Aggregates Ltd (BA) (10/05/2023) AI and BA operate 24/7 at Robin's Wharf. They object to the proposed development and highlight the planning policy context and requirements for safeguarding wharves. They draw attention to the 'agent of change principle' which places responsibility on the developer to mitigate against impacts from existing noise generating uses on proposed new noise sensitive development. They raise concerns about the noise levels internally and within external amenity areas, which could lead to complaints and nuisance action against that might adversely affect their industrial activities and request further information on mitigation measures. It is considered that the objection can be resolved through submission of additional information relating to noise levels and mitigation. They request further information on which 6 plots will have mechanical ventilation, what is considered an appropriate noise level and how unacceptable internal noise levels will be avoided.

EDC Officer Comment: Additional information was submitted relating to noise. First Plan were re-consulted and maintain their objection. The information they have requested is contained within the acoustic assessment and technical note. It is considered that acceptable noise levels can be achieved subject to appropriate mitigation that will be secured by condition. This is addressed in the noise section below.

3.7 Cllr Conrad Broadley

(24/10/2022) I am writing to object in the strongest possible terms to the loss of our heritage at Northfleet and hope you will reject this part of the application, the discovery of the rare cement factory with its row of six kilns and associated factory infrastructure was truly a gift and should not be squandered for short term ephemeral commercial gain, the bigger gain would be to have a long lasting memorial to the cement industry that lead the world in the industrial revolution and be available for school field trips, education and tourism. There is no doubt about the significance of the find, just one kiln down the road is a Scheduled Ancient Monument which is the highest status you can get for heritage importance and here we have 6 in a row with a complete factory underneath. This importance is also borne out by the Heritage Assessment from RPS consulting where it states "6.1. The consensus from KCC Archaeology, RPS, Historic England and the project team is that the identified surviving remains associated with early phases of the cement industry, revealed during the construction of the consented development platform, represent one of the earliest and best-preserved complexes of the Portland cement manufactory. They

are therefore considered likely to be of national significance for their contribution to the development of this industry and its subsequent connection with industrialisation across Britain and the world."

It is of great concern that the original outline application for this site back in 2010 had a Summary Built Heritage Assessment carried out on behalf of the landowner and despite surveying in detail some of the tunnels it failed to highlight the significance of the tunnels as part of the early Victorian cement factory with the potential for other finds, had they done so the recent finds wouldn't have been such a surprise to Bellways and would have been reflected in the price of the land and we would have had a heritage strategy more befitting of such an important heritage site. The significance of these tunnels with one's conversion to an air raid shelter and the other being left exactly as it was when the workers downed tools really should warrant their survival as well as the kilns.

Before making any decisions based on structural integrity and strength an independent structural survey should be undertaken by a conservation architect and structural specialist, decisions made on the condition of the structure really need to be informed by an appropriately qualified heritage structures expert, it is not enough to just take the word of a builder that specialises in new build nor the advice of an archaeologist, the structure was overbuilt in its time which is why it was easier to bury it rather than demolish and why we can still see it today, as for appearance once restored it will look great.

Looking at the below pictures (photographs of kilns and tunnel enclosed) it can be clearly seen that the 6 kilns are in very good condition as is the factory underneath, the huge cavern has obvious signs where the joists used to be, these could be restored with flooring and this huge space would make for a great area for interpretation and double as a community space as well, having the entries to the kilns on show underneath is equally important as having the kilns on show on top so as to aid interpretation and an understanding of the processes used and the conditions our ancestors worked in.

Please, please, please do not allow this great piece of heritage to be destroyed and lost in the same way as Rosherville Gardens Bearpit was lost to the local community, the EDC has a great opportunity to leave a lasting legacy here that the local residents both existing and new will be truly grateful for.

3.8 Cllr Mochrie-Cox

(01/11/2022) As the Cabinet Member at Gravesham Borough Council responsible for Heritage I am offering the below comments on the above application that relates to the kilns and heritage.

These kilns represent a unique part of the history of Northfleet and the wider Borough of Gravesham especially its industrial heritage which has played an essential role in the growth and development of not just the Borough but the county of Kent and further afield. Whilst it is unfortunate this has only been discovered at a very late stage it is clearly of significant importance in terms of both local heritage and the evolution of the Portland Cement industry. Taken together with other designated and non-designated assets within Northfleet, the remains provide an important opportunity to raise the profile of this area in terms of industrial and maritime history, which in the past has been sadly neglected. As my Councillor colleague Cllr Conrad Broadley has said, and I agree, there is no doubt about the significance of this find, as he states, *'just one kiln down the road is a Scheduled Ancient Monument*

which is the highest status you can get for heritage importance and here we have 6 in a row with a complete factory underneath'. Having viewed just some of the comments I agree with colleagues across the sector that full investigation and exploration into looking at how best to capture, preserve and protect this part of Northfleet's heritage is essential including working in true partnership with our local historical and archaeological societies and interested individuals as well as the local authorities and national bodies and authorities. I fear, as I am sure do others, that a 'watching brief' approach is code for 'do what the developers want' rather than what can be protected and preserved and achieved in partnership with the right time and funding from those funds that could support the preservation of such historical assets. Such assets also have the potential to assist in place-making as well as being an important resource when it comes to growing the visitor economy; as an educational resource; when it comes to growing the visitor economy; as an educational resource; and in forging an identity around which existing and new communities can unite.

One could argue that the EDC was set up to fund the infrastructure that developers would not, and I suggest that this is clearly something that should be considered as part of the stated desire by the EDC to help preserve Northfleet's identity and it's heritage.

I note some comments made anecdotally and elsewhere that this proposed developmental approach is due to the lack of a long-term Heritage Strategy for this area therefore potentially allowing much leeway in the decision making of the EDC. For your and everyone information I attach in this email and place the link below of the Gravesham Borough Council Tourism and Heritage Strategy highlighting our long term vision which is *'To realise and develop Gravesham's potential to attract visitors as part of its overall ambition to grow the contribution that the visitor economy can make to local economic growth and change and also to seek, where possible,* to promote and protect our rich heritage and history for future generations'

So, I formally object to any part of the development that does not take into account the preservation and protection of these kilns for future generations and I hope and expect that the rest of the development is designed in a way that fits in with the character of the area (a material planning consideration) and in materials such as brick, slate, flint etc and that the best efforts of EDC and developers are deployed to ensure that Northfleet's history, heritage and identity are preserved and maintained and not destroyed for profit and expediency.

4.0 CONSULTATION RESPONSES

4.1 The following organisations were consulted on the application and the following responses have been received and summarised below:-

Environment Agency
(08/06/2022) The EA have reviewed the information submitted and advise that, if no construction can start until the detailed drainage design and site reports on ground conditions have been approved, they agree that reserved matters can be approved.

EDC Officer Comment: The outline planning permission requires a contaminated land assessment (in condition 18) and surface water drainage scheme (in condition 23) to both be approved prior to commencement of construction works.

Gravesham Borough Council Planning
(12/07/2023) There are no comments from GBC in relation to conditions 9, 11 and 15 of application EDC/16/0004.

Gravesham Borough Council Housing
(12/07/2023) I can confirm agreement to the Revised Tenure Strategy dated 18th April 2023 setting out the sizes, tenure and location of the affordable housing in this phase of the development. I also note the sizes of the affordable housing units in the Revised Phase 2 Housing Schedule dated 18th April 2023 which includes the sizes of the affordable units.

Gravesham Borough Council Highways Officer (GBC Highways)
(12/07/2023) It is disappointing that the applicant wishes to maintain the roads as private. This places additional financial burdens on the residents and causes confusion over responsibilities for various activities, such as maintenance and car parking enforcement. It should be noted that even if the developer does not have or intend to the road adopted initially, there are mechanisms available which may permit adoption, although this can be a costly and time consuming process.

It is therefore beneficial to all concerned that the road is built to adoptable standards and for the developer to have Kent County Council check the design and inspect the construction to ensure compliance with the Highway Authority's requirements. The proposals for visitor parking appears to be totally inadequate at 7 spaces, Interim Guidance Note 3 of the Kent Design Guide suggests that there should be one parking space for every 5 dwellings or 20% of the total dwellings which here equates to 26 spaces a considerable increase on the provision, which could result in inappropriate parking within the development, depending on the level of enforcement provided or overspill onto the existing residential streets to the detriment of the existing residents.

This site is not within the core Ebbsfleet Development Corporation area, and so greater care should be exercised in determining the appropriate car parking provision, but even there the Corporation appears to promote 20% visitor parking.

It should also be pointed out that the Vehicle Parking Standards are dated and should no longer be used as they conflict with the National Planning Policy Framework 108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Whilst there may be some justification for the central area of Ebbsfleet around the railway station and the Eastern Quarry site to have maximum vehicle standards imposed due to the potential level of development, the application of such standards to sites away from that core would appear to be more tenuous. It is essential to ensure visitors are provided with adequate car parking, particular when one considers visitors who may be mobility disadvantaged and require close access to their eventual destination, this design does not do that and can be considered of excluding the needs of the mobility impaired.

It is understood that car ownership in the riverside area of Northfleet averaged 1.15 vehicles per household (TEMPRO figures). So, 130 dwellings equate to 150 parking spaces if provided communally plus the 26 for visitors or 176 communal parking spaces. I note there appears to be 27 dwellings with on plot car parking provision for two cars, reducing that available for the remaining properties to 132. One hundred and three dwellings would require 119 car parking spaces if offered communally and with direct access to the space, which does not always appear to be the case with parking behind other parking spaces in many locations within the communal areas.

I therefore consider the proposed car parking provision for this development is inadequate, particularly for visitors and in particular disabled visitors. In addition, if the developer and the Planning Authority wish to encourage Active Travel, they should make secure parking available for cyclists that may visit the residents and not just the residents.

EDC Officer Comment: Ebbsfleet Residential Parking Standards (ERPS) seeks 20% of the total parking spaces within the public realm to be unallocated to provide visitor parking. Phase 2 provides 53 on street parking spaces that are allocated to residents with 7 spaces unallocated for visitors, which is a total of 13%. This is lower than desirable but not significantly so. The application site is located in an area identified as 'highly accessible' within the ERPS within 400m of a Fastrack route (once complete) and 800m of a train station where lower than usual levels of parking will be accepted. Visitor cycle parking will be provided within the public realm.

Gravesham Borough Council Parking Services (GBC Parking)
(12/07/2023) Our only comments would be to ensure that there is ample parking provisions for both residents and visitors.

Gravesham Borough Council Environmental Protection (GBC EHO)
(12/07/2023) This Service is in receipt of a Technical Note report provided by Stantec, dated 28th March 2023. This document contains the results of additional noise modelling by Stantec, which identified 28 plots exposed to potentially high external industrial noise levels at night, with 6 plots identified to have mechanical ventilation.

The Service has also reviewed the Technical Note by WBM Acoustic Consultants dated 8th May 2023, which provided comments on the Stantec Report in question. This Service generally agrees and supports the contents and recommendations set out in the WBM Technical Note and would expect Stantec to tend to the concerns outlined, most notably:

- The 6 plots that are to have mechanical ventilation should be clearly identified on a plan.
- The mechanical ventilation system will need to have appropriate internal noise levels, however Stantec have not set any internal noise limits.

Once the above concerns have been addressed, this Service would be satisfied to recommend partial discharge of Condition 9b.

EDC Officer Comment: This information has been provided in the acoustic assessment and technical note.

Kent County Council Highways and Transportation (KCC Highways)
(07/07/2023) The note dated 3rd July responds to comments made from December 2023. It must be noted that the roads are not to be offered for adoption and the public must be made aware of this. On-going maintenance for private roads will not fall to

KCC and will be a private matter. New house owners rarely understand what is meant by “road adoptions” and often request KCC to take on the adoption, after they realise the road they live on is not publicly maintained. It must be noted that after 20 years of uninterrupted use, highway rights are attained over private roads. I understand the reasons however, if policy changes in due course then I would request the developer re-considers offering the road for adoption.

I note that there will be a Parking Management Plan with permits being issued by the private management company to residents, which must be managed at all times. I would suggest that this is conditioned for lifetime of the development.

I would suggest that the plans within the appendices of the Transport Note previously submitted are conditioned to ensure that all visibility splays for all users of the highway are maintained, turning areas and the car parking areas are built to the plans shown. The tracking diagrams are acceptable from a development planning perspective.

Whilst there are proposed changes to College Road, I cannot agree the detail of the S278 works until my colleagues within the Drainage Team are content with the drainage strategy. I would encourage the applicant’s engineer to liaise directly through the Technical Audit Process with KCC to agree the design detail. The principle of the build out solution is welcomed, but the detailed design must be agreed with the relevant Asset Managers at KCC.

As the proposals stand, as long as the condition regarding the car parking management plan control on the site is secured and that it has to be controlled at all times with the security of this in perpetuity, then I can see no highway safety or highway capacity reason for refusal.

EDC Officer Comment: Although KCC Highways have raised concerns they note there is no highways safety of capacity reason for refusal. The NPPF in paragraph 111 provides that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Kent County Council Public Rights of Way (KCC PROW)
(17/06/2022) No objection. The PROW footpaths NU3 and NU42 within the development footprint have been addressed in previous applications with diversion.

Kent County Council Ecology (KCC Ecology)
(01/11/2022) We have compared the proposed layout with the illustrative masterplan submitted with the original application and are satisfied that the submitted plans largely correspond with what was original proposed and do not result in the loss of any previously agreed ecological mitigation areas. As such we have no comments to make on the proposed layout but do highlight the following with regard to the eastern boundary.

Along the eastern boundary the Ecological Mitigation and Enhancement Strategy details that a dark zone will be created. The detailed site plans demonstrate that this area will be adjacent to roads and therefore it is likely that the area will be impacted by lighting. A lighting plan has been submitted and detailed that the proposed road lighting will result in light levels of at least 1lux within that area. However, we highlight that the plans have not taken in to account the proposed lighting from the adjacent road or any lighting required for the adjacent footpath.

We advise that the information submitted as part of condition 47 of the outline permission must include an assessment of the impacts of lighting on the dark corridor and provide details of any mitigation to minimise the impact. We recommend that the lighting for the road follows KCC standard approach to reduce the light levels over the course of the evening/night to further minimise lighting impacts.

Condition 9 states: Applications for approval of Reserved Matters to be submitted pursuant to condition 2 shall include the following:
c) detailed Ecological Mitigation and Enhancement Strategy to be informed by the Outline Ecological Mitigation and Enhancement Strategy to be approved pursuant to condition 6. The Strategy shall be informed by up to date ecological surveys and shall include a timetable for implementing the proposed measures and the development shall be carried out strictly in accordance with the approved details.

An Ecological Mitigation and Enhancement Strategy has been submitted to discharge condition 9 of the outline permission. The report was written in March 2022 and when we commented in June 2022 we highlighted that it did not provide an update of current site conditions to confirm that suitable habitat has not established for protected species. Photos have been provided and confirmed that the site is bare earth and there is no vegetation within the site to support protected/notable species. As such KCC are satisfied that an updated mitigation strategy is not required.

The report has detailed that 9 black redstart boxes and 4 bat boxes will be incorporated in to the site. As the site is for 130 dwellings we advise that more than 13 integrated boxes can be incorporated in to the site. Prior to the discharge of the condition we recommend than an updated ecological enhancement plan is submitted.

EDC Officer Comment: The latest version of the EMES included additional ecological enhancements including 13 bird bricks and 8 bat tubes.

Kent County Council Heritage (KCC Heritage)
(04/07/2023) This reserved matters re-consultation has been made with an updated Heritage and Technical Feasibility Assessment (April 2023 (v3)) with the associated bibliography (Parts 1 – 3) and revised site plans to accommodate the preservation in situ, below ground, of an early cement kiln with its associated access tunnels and chambers.

The updated Heritage and Technical Feasibility Assessment describes the planning background for the archaeological work at the Former Northfleet Cement Works site and includes a list of the heritage and archaeological reports for the site and a list of the briefs and specifications for the archaeological works, including the watching brief on the formation of the consented development platform.

The updated Heritage and Technical Feasibility Assessment explains how the discovery of complex and largely unexpected, 19th and 20th century industrial remains during this archaeological watching brief necessitated an iterative approach to archaeological investigation and interpretation to inform decisions about the significance of the archaeological remains and the appropriate mitigation of development impacts. As a result of the archaeological works, all parties agreed that the archaeological remains associated with the earliest phases of the Portland cement industry at the site were of potential national significance and that every effort should be made to preserve as much as possible of the most significant structures, which included tunnels, kilns and associated structures.

The updated Heritage and Technical Feasibility Assessment includes a section on the applicant's assessment of the feasibility for preservation in situ of different parts of the industrial remains and the technical constraints in respect of the outline development and consented development platform. The supporting technical constraints and feasibility assessments are set out in referenced documents. The updated Heritage and Technical Feasibility Assessment and associated referenced documents define those parts to be preserved in situ and the methods to achieve this. For those parts where preservation in situ could not be achieved the report documents the agreed approach to archaeological investigation and recording under the umbrella of the agreed archaeological watching brief methodology. This has been a complex process with significant health and safety considerations due to the scale of the tunnels and associated kilns and buildings.

At a site monitoring meeting on 29th June 2023 it was agreed that the archaeological investigations and recording in the Phase 2 area have now been completed.

The updated Heritage and Technical Feasibility Assessment sets out the site-wide heritage strategy and a list of commitments which includes the aforementioned preservation in situ of specified industrial archaeological remains, delivery of the Heritage Park within Bevans Park and the relocation of artefacts such as wagons to the Heritage Park, a Heritage Trail, heritage-related hard and soft-landscaping, heritage display and interpretation boards, reports, publications and a film to interpret and promote the heritage of the site to residents and visitors.

In conclusion, I am satisfied that the updated Heritage and Technical Feasibility Assessment (April 2023 (v3)), its associated and referenced supporting documents and previously approved 'control' documents such as the Heritage Management Plan, provide an appropriate description, assessment and explanation of the archaeological issues encountered at this site and together present a reasonable set of commitments to preservation in situ, display, interpretation and the promotion of the archaeological heritage.

The updated Heritage and Technical Feasibility Assessment notes that the precise details for the post-excavation mitigation measures such as the post-excavation assessment report, information and interpretation boards, heritage trail, the Heritage Park and the preserved tunnels etc. will all be the subject of future submissions to the planning authority. For future reference it is my understanding that the documents submitted for this application re-consultation EDC/22/0058 effectively replace and allow closure of applications EDC/22/150 and EDC/22/153.

Kent Fire and Rescue
(10/06/2022) I confirm that the means of access for the fire and rescue service would be considered satisfactory subject to the details within the Transport Document (11 April 2022), specifically paragraph 9.3 which should also consider turning facilities and the Fire Vehicle tracking plans within Appendix C, being designed and implemented as proposed.

Kent County Council Lead Local Flood Authority (KCC LLFA)
(07/06/2022) Kent County Council as Lead Local Flood Authority reviewed the reserved matters application in the view of surface water drainage arrangements and raise no objections to the proposals.

Please Note: The LLFA have provided consultation comments in relation to Condition 23 for surface water drainage under application reference number EDC/21/0072. Within this application, drainage simulations for the climate adjusted 100 year event

identified a number of manholes within the network that have exceedance. Whilst we are waiting for details to be provided as to how this is managed, we do not view this as a matter for the reserved matters application.

EDC Officer Comment: Condition 23 of the outline planning permission requires approval of the details surface water drainage scheme for the development, prior to commencement of construction works on each phase. Therefore approval of the reserved matters would not enable construction works to start before a satisfactory drainage arrangement has been approved to serve the phase.

Kent County Council Minerals and Waste Policy Team
(06/06/2022) The County Council has no minerals or waste management capacity safeguarding objections to make regarding this proposal.

Natural England (NE)
(19/05/2022) Natural England have provided their generic advice only. NE is not able to fully assess the potential impacts of this proposal on statutory nature conservation sites or protected landscapes or, provide detailed advice on the application. If you consider there are significant risks to statutory nature conservation sites or protected landscapes, please set out the specific areas on which you require advice.

The lack of detailed advice from Natural England does not imply that there are no impacts on the natural environment. It is for the local authority to determine whether or not the proposal is consistent with national and local environmental policies. Other bodies and individuals may provide information and advice on the environmental value of this site and the impacts of the proposal on the natural environment to assist the decision making process.

EDC Officer Comment: Previous detailed guidance was given at the outline stage and bird disturbance mitigation has been secured through a financial contribution to the Thames, Medway and Swale Strategic Access Management and Monitoring Strategy. It considered that the proposal is consistent with national and local environmental policies as set out in the appraisal below.

Port of London Authority
(09/05/2023) The PLA retains an objection to the proposed development based on the additional information submitted in the Stantec Technical Note dated 28th March 2023.

The additional noise technical note in section 5.4 states that as a result of further acoustic modelling, the worst-case scenario (scenario 4) indicates that 28 properties will have one or more facades exposed to sound levels from wharf operations of greater than 45 dBA. Of these 28 properties, 22 will have the ability to open a window on a façade exposed to sound levels from wharf operations of less than 45 dBA, allowing an occupant with the option to open a window on a quieter façade if desired. The remaining six properties that do not have this capability will be installed with mechanical ventilation, with further details on this to be submitted and approved prior to any occupation.

As part of this application it must be made be made clear which 6 properties are proposed to have mechanical ventilation installed, and full details for the proposed mechanical ventilation provided. In addition, of the 22 other properties which will potentially encounter increased noise levels at one façade, it must also be made clear which these are and which facades are affected. Where future occupants will be obliged to open a specific window, and keep other windows closed, it is

considered unlikely that this will be able to be carried out, unless the windows of the most exposed façade can be sealed shut. In particular, where the façade exposed to sound levels from wharf operations of greater than 45 dBA are shown as bedrooms on the proposed drawings the PLA recommend that the provision of mechanical ventilation and fixing shut of worst affected windows must be considered for these properties, as it would be inappropriate to expect future occupants to open a window elsewhere within the property as the proposed noise mitigation measure. This appears to be the case for various properties including those shown in revised terraces 21, 31, 32 and 33. This is considered essential to ensure that the nearby safeguarded wharf operators, and future residential occupants are protected, as any potential complaints from future occupiers could lead to a restriction of activity taking place at these safeguarded wharves, contrary to policy DM8 of the Kent Minerals and Waste Plan which states that development within 250m of safeguarded facilities need to demonstrate that various impacts, including noise, that may legitimately arise from the activities taking place at the safeguarded sites would not be experienced to an unacceptable level by occupants of the proposed development.

Related to this, as part of the proposal to install mechanical ventilation, the PLA and wharf operators must be consulted on the details of this prior to any acceptance and installation of the proposed infrastructure. Consideration must also be given to the need for future occupiers of the development to be informed of the general nature and extent of activities that take place at the surrounding safeguarded wharves, including that they may be in operation 24 hours a day, as well as inform future occupants details of the proposed mitigation measures, (including the mechanical ventilation) that are to be put in place to ensure that appropriate internal noise levels can be met. Example wording with regard to this has previously been provided and is attached above for information.

EDC Officer Comment: The acoustic assessment was reviewed by EDC's noise consultant, as set below. Details of the mechanical ventilation will be required via condition.

Southern Water
(09/06/2022) The public foul sewer abandoning proposal dealt under (DS_DOS-121835) has been approved by Southern Water under Section 185 of the Water Industry Act application process.

No discharge of foul sewerage from the site shall be discharged into the public system until offsite drainage works to provide sufficient capacity within foul network to cope with additional sewerage flows are complete. Southern Water is currently in process of designing and planning delivery of offsite sewerage network reinforcements.

If the applicant wish to offer the sewers for adoption under section 104 of the Water Industry Act, the drainage design should comply with the Sewerage Sector Guidance (water.org.uk/sewerage-sectorguidance-approved-documents/) standards and Southern Water's requirements. Please note that non-compliance with the Sewerage Sector Guidance standards will preclude future adoption of the foul and surface water sewerage network on site. The design of drainage should ensure that no groundwater or land drainage is to enter public sewers.

Under current legislation, Southern Water can consider the adoption of SuDS if they are to be designed and constructed in line with the Design and Construction Guidance: (water.org.uk/sewerage-sector-guidance-approved-documents/).

The Council's technical staff and the relevant authority for land drainage should comment on the adequacy of the proposals to discharge surface water to the local watercourse.

EDC Officer Comment: KCC LLFA, as the relevant consultee for surface water disposal, and the EA have been consulted as detailed above. The detailed surface water drainage scheme remains subject to approval under condition 23 of the outline planning permission.

4.2 The following organisations were consulted on the application but provided no comments:

Gravesham Borough Council Leisure Manager
Gravesham Borough Council Waste Services
Kent Police
Kent Wildlife Trust
National Grid Plant Protection
Royal Society for Protection of Birds
UK Power Networks

5.0 PLANNING POLICY

5.1 National Policy & Guidance

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide
Building for a Healthy Life 2020

5.2 Development Plan

5.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

5.2.2 The development plan comprises the adopted Gravesham Local Plan Core Strategy September 2014, saved policies from the adopted Gravesham Local Plan First Review 1994 and the Kent Minerals and Waste Local Plan 2020.

5.2.3 Saved policies contained in the Gravesham Local Plan First Review should still be accorded significant weight, albeit that the weight accorded should be greater where policies are consistent with the National Planning Policy Framework.

5.2.4 The Borough Council has adopted a number of Supplementary Planning Guidance documents, Development Briefs and Conservation Area Appraisals. These elaborate on saved policies in the Gravesham Local Plan First Review and policies in the Gravesham Local Plan Core Strategy and are material considerations in determining planning applications.

5.2.5 The policies relevant to the consideration of this application are set out below.

Gravesham Local Plan Core Strategy (September 2014):

CS01 - Sustainable Development

CS02 - Scale and Distribution of Development
CS03 - Northfleet Embankment and Swanscombe Peninsula East Opportunity Area
CS11 - Transport
CS12 - Green Infrastructure
CS14 - Housing Type and Size
CS15 - Housing Density
CS16 - Affordable Housing
CS18 - Climate Change
CS19 - Development and Design Principles
CS20 - Heritage and the Built Environment

Gravesham Borough Local Plan First Review 1994 - Saved Policies

T1 - Impact of Development on Highway Network
T5 - New Accesses onto Highway Network
P3 - Policy for Vehicle Parking Standards
LT6 - Additional Open Space in New Housing Development

Supplementary Planning Guidance

SPG 2: Residential Layout Guidelines (Adopted February 1996 - Amended June 2020)
SPG 4: Kent Vehicle Parking Standards (July 2006)

Kent Minerals and Waste Local Plan (September 2020)

DM8 – Safeguarding Minerals Management, Transportation Production & Waste Management Facilities

5.3 Other Guidance

Ebbsfleet Implementation Framework 2017
Design for Ebbsfleet Guide
Ebbsfleet Public Realm Strategy
Ebbsfleet Sustainable Travel Strategy

6.0 PLANNING APPRAISAL

6.1 Principle of Development

6.1.1 The application site lies within the urban area of Northfleet to the north of Hive Lane and east of College Road. It is within sub area 1.4 of the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area, which is a key site identified in the Gravesham Local Plan Core Strategy (LPCS Policy CS03) for residential extension between the existing established community of Northfleet and the River Thames.

6.1.2 As well as demonstrating compliance with adopted Gravesham LPCS policies, it is also necessary for reserved matters submissions to comply with the comprehensive set of design parameters and high-quality design framework set by the site-specific detailed residential masterplan. In addition to incorporating commitments of approved outline site-wide strategies, the masterplan embedded principles contained within EDC design guidance including Design for Ebbsfleet, Ebbsfleet Sustainable Travel Strategy and Ebbsfleet Public Realm Strategy and aligned with the Ebbsfleet Implementation Framework.

6.1.3 The proposals comprise the second residential phase of the Northfleet Embankment West mixed-use development, with the principle of residential use of the application site established through the outline planning permission and approved masterplan. Additionally, the proposals adjoin and extend an existing residential area. LPCS policy CS02 prioritises such development taking place in the urban area, and the location is sustainable being close to existing bus stops, local shops and primary school. A new east-west Fastrack corridor is proposed as part of a later development phase, further supporting the location as being sustainable for residential development.

6.1.4 Having established the principle of development as being acceptable, it is considered that the main issues to consider are as follows:

- Layout, Scale and Appearance
- Landscaping
- Highway Impact, Access, and Parking
- Residential and Neighbouring Amenity
- Heritage
- Ecology
- Sustainability

6.2 Layout, Scale and Appearance

6.2.1 Gravesham LPCS policy CS19 requires that the design, layout, and form of new development should be derived from a robust analysis of local context and character and make a positive contribution to the street scene, the quality of the public realm and the character of the area. Delivery Theme 1 of the Ebbsfleet Implementation Framework seeks to ensure that the designs of new neighbourhoods follow good urban design principles to deliver attractive, safe, and efficient layouts that contribute positively toward an appropriate character for the Garden City.

6.2.2 Gravesham LPCS policy CS15 requires all new housing to be developed at a density consistent with achieving good design that does not compromise the distinctive character of the area it is situated. As a development within the urban area a minimum density of 40 dwellings per hectare (dph) is expected to be achieved. The proposed density in this phase equates to approximately 42 dph, in accordance with this policy.

6.2.3 NPPF paragraph 130 requires developments to be visually attractive as a result of good architecture, layout, and appropriate and effective landscaping, sympathetic to local character and history, establish or maintain a strong sense of place, and create attractive, welcoming, and distinctive places to live, work and visit.

6.2.4 The site layout and street typologies are identified within the masterplan which the proposals substantially accord with, deploying a simple gridded street network which affords clear views downhill towards the River Thames, enabling people to orientate themselves across the entire site. This is supplemented by a strong street hierarchy, defined by street widths and building heights.

6.2.5 The existing Hive Lane would be extended north-south into the application site through Phase 1B as a formal street comprising footways and street parking to both sides, cycle lane to western side, street trees and landscaped verges.

6.2.6 All streets are well defined by the use of strong perimeter block layouts, which ensure buildings enclose the spaces, without needing to rely on street trees and landscape to provide enclosure (though these are also provided to further enhance street character). Good levels of activation and surveillance is afforded onto streets, the pocket park and the public footpath on the eastern edge. Facades of dwellings at prominent street corners include a range of levels of glazing, gable and roof form features, and additional brickwork detail (to be required by planning condition) would provide sufficient activity and visual interest to create a positive pedestrian experience.

6.2.7 The proposed scale, massing and urban grain respond to the context of neighbouring buildings and the site level changes to provide unobstructed river vistas throughout the masterplan area. Phase 2 comprises a scheme of 2, 2.5 and 3 storey houses with height raised slightly along Hive Lane and low rise residential streets throughout the site. The building heights in this phase are in accordance with the parameters set out in the outline planning permission and residential masterplan.

6.2.7 The detailed residential masterplan identifies seven character areas for the residential land. These were developed to ensure coherence across the site by providing design direction for a distinctive and characterful scheme that reserved matters applications would interpret within the form, façade articulation, materials, and detailing. Design inspiration has been taken from the area's industrial heritage. Four of these character areas lie within Phase 2, with the proposals retaining the differentiation between these that the masterplan articulated. The response of this reserved matters application to each character area in terms of scale and appearance is considered in turn below.

Hive Lane – Terrace 17, 18, 19, 20, 21, 22 and 23

6.2.8 Hive Lane would provide the main pedestrian and vehicular north-south connection through the residential area, linking Northfleet High Street to the Thames waterfront and future Fastrack corridor. Phase 2 would be an extension of the first section of Hive Lane within Phase 1B, extending north from the existing residential area at The Hive and Rayners Court creating a route down to the Fastrack and river front. The masterplan identifies housing typologies of predominantly 3 storey terraced housing referencing large warehouse precedents and chosen materials having an industrial/ nautical feel.

6.2.9 As Hive Lane forms an important connection, the scale and form reflect this with a consistent frontage that is predominantly 3 storey terraced townhouse with 2 storey flat over garage (FOG) properties to break up the massing and add variation. This road has a formal street setting with footpaths, street trees and grass verges laid out in a traditional manner. Phase 2 continues the architectural style and character from Phase 1B to ensure a consistent street scene.

6.2.10 Changes in site levels north-south present difficulties pairing houses as shown in the masterplan, however following positive discussions with the applicant their external materials, black weatherboard with grey brick plinth, were updated together with the roof form to give the appearance of houses in pairs. The chosen materials reflect the connection to the water with the use of black weatherboarding and grey brick to give an industrial/nautical feel with a riverside warehouse design.

6.2.10 Window headers referenced in the masterplan are not proposed, nor is the extension of weatherboard below the top of the ground floor windows. However a cleaner

façade is proposed. Whilst this offers fewer layers of visual interest, the proposed terraces include key features of the character areas in the residential masterplan including larger contemporary glazing at first floor with a hierarchy of windows and the use of a distinctive grey brick plinth at ground floor level.

Bevan's Park Edge – Terraces 24, 25, 26, 27, 28, 29, 30, 31, 32, 33 and 34

6.2.11 The masterplan identifies housing east of the Hive Lane frontage as falling within the Bevan's Park Edge character area. These properties would sit above the existing cliff and face towards Bevan's Park which is located on a raised plateau further east with views of the River Thames to the north. A softer form and materiality is referenced to reflect a more naturalised setting and local Kent vernacular.

6.2.12 The housing in this area has been designed to reflect the relationship with Bevan's Park and the naturalised cliff edge setting. The proposals would provide two storey houses facing the Bevan's Park embankment edge to maximise park vistas and define routes through the landscaped edge and public right of way NU3. There is a series of landscaped mews streets that lead from Hive Lane to the cliff edge path encouraging pedestrian permeability with two storey houses and FOGs.

6.2.13 There is a mix of built form in this character area including corner dwellings and paired gable fronts. These properties accord with the masterplan through built form as well as in materiality with the use of red hanging tile, grey brick plinth and black weatherboarding.

6.2.14 Detailing of window headers and extending the weatherboard or tile hanging below the top line of ground floor windows have, similar to properties in Hive Lane, not been carried through from the masterplan. The proposals do however include larger windows with views to Bevan's Park and brick stripe detail in this lowered position for distinctive visual interest and contemporary built form, in accordance with the masterplan.

Residential Streets – Terraces 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 37 and 38

6.2.15 The Residential Streets form the central north-south roads characterised by terraced housing stepping down towards the river. The road formation maximises riverside vistas and pedestrian connection to the river. The masterplan identifies this as reflecting Victorian terrace forms of local workers cottages, and gable fronts of the former Huggen's College building.

6.2.16 The proposals provide two storey houses, in pairs or terraces of four with roof lines and materials alternating along the street to create variation and interest. An update to the design was submitted in November 2022 to show the introduction of an alternate gablet feature, brick banding, stone cill and header, amended window proportions and green doors in the Residential Streets character area to reflect the Huggen's College building architectural vernacular more closely. There is also an enhanced entrance design will be a metal canopy on brick walls on brick walls with projecting header detail facing the street which represents a positive and welcome change.

College Road – Terrace 1, 2, 4, 35 and 36

6.2.17 College Road connects Robin Creek and the High Street. The masterplan identifies housing typologies of predominantly 2 and 3 storey town houses with adjoining flats over garage with a consistent frontage and roof form.

6.2.18 The existing road has a large flint and brickwork wall demarcating the boundary of the site. The proposals seek to retain this character in the architectural approach proposed here as per the approved masterplan. The design proposes 2.5 storey dwellings and 2 storey coach houses in a continuous building frontage along the road reflects the sense of enclosure of the existing wall. Furthermore, the existing flint wall would be reinterpreted as a continuous flint facade on the College Road properties. The boundary line would also be expressed by embedding flint into the ground to the front of properties.

6.2.19 The design details and materials, including parapets with pitch roof behind, dormer window and quoining details reference the local vernacular in Northfleet and Greenhithe. Bronze coloured inset porches have been added to the design details to create distinctive entrances and bronze coloured parapet capping on the roof to match. The roof form is stepped individually rather than paired like Hive Lane. Parking is hidden off street in concealed parking courts accessed beneath the coach houses.

Summary

6.2.20 The proposed urban structure, site layout and materiality of the proposals strongly reflects the detailed approved masterplan as well as reflecting good urban design principles, demonstrating a good appreciation of the existing landscape and the cultural heritage of Northfleet and Gravesend. Whilst some distinctive elements have not been brought through from the masterplan, the scheme commits to using a palette of materials that are distinctive in their mix and in combinations traditionally found in the local area. Appearance of the dwellings would therefore sufficiently accord with the masterplan vision, defining the different character areas whilst retaining coherence across the phase.

6.2.21 The layout, scale and appearance of the proposed development is considered acceptable subject to recommended condition 2 on this report for key architectural details and condition 29 of the outline planning permission which require details of all external materials.

6.3 Landscaping

6.3.1 Gravesham Core Strategy Policy CS19 requires new development to include details of appropriate hard and soft landscaping to ensure that the public realm and open spaces are well planned, appropriately detailed and maintained so that they endure. This is supported by policy CS12 which seeks a multifunctional linked network of green spaces, footpaths, cycle routes and wildlife stepping stones and corridors. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the ‘green’ landscaping to promote healthy landscapes and encourage active lifestyles.

6.3.2 Condition 15 of the outline planning permission requires a range of information to be provided within reserved matters applications where landscaping is submitted for approval, including design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation.

6.3.3 While this application was under consideration the scheme was amended due to unexpected archaeological remains being found on site. This resulted in three dwellings being removed and replaced with a pocket park with the kiln and

associated chamber preserved in situ under this additional open space (see further details in heritage section later in this report). The proposals for Kiln Pocket Park would include references to the kiln depicted in the landscape, planting, seating and an interpretation board to provide information on the kiln range under the ground. The details for the pocket park would be secured by condition.

6.3.4 The proposals include provision of street trees, particularly to Hive Lane as the principal street within the phase. Tree positions have been considered together with the proposed street lighting strategy to ensure these are coordinated, however EDC's landscaping consultant has raised issues with the tree palette not being in accordance with the masterplan with native broadleaves e.g. Tilia Cordata suggested that are considered to be too large for street verges. An alternative street tree species can be secured as part of the landscaping condition to ensure the final tree species is fit for purpose.

6.3.5 The approach to lower-level site-wide soft landscaping comprises the use of four planting mixes within the phase with a supporting illustrative planting schedule for each mix. The provision of native planting to plot frontages will be formal hedges along Hive Lane, semi formal shrub planting along College Road and informal planted spaces in the mews streets, giving each area its own identity. The areas identified for soft landscaping are considered appropriate and so a condition is recommended to agree detailed planting plans which would enable a planting approach which moves away from swathes of planting mixes as recommended by EDC's landscape consultant. In terms of ongoing maintenance, condition 32 of the outline permission requires approval of a Landscape and Ecological Management Plan prior to occupation.

6.3.6 Full details of hard surface materials are required to be submitted under condition 30 of the outline planning permission with hardworks plans submitted within this application identifying the principle of materials to be used in each location. This includes the use of hard surfacing for heritage interpretation in Kiln Pocket Park. The submitted plans comply with the masterplan expectation for streets including footways and cycle path along Hive Lane, mews streets and parking areas other than on street parking spaces which tie in with the adjoining existing part of Hive Lane.

6.3.7 Boundary treatments proposed comprise 1.8m height walls to public facing areas and 1.8m fences to other private dwelling boundaries. A planning condition is recommended for details of the form and appearance of both residential and public open space boundary treatments to ensure these are acceptable quality.

6.3.8 Areas of incidental play features have also been shown in 2 locations in the south east and north west of the site, as identified in the masterplan, with further details of these as well as for Kiln Pocket Park play equipment and street furniture to be provided through a recommended planning condition.

6.3.9 It is therefore considered that appropriate hard and soft landscaping would be provided within the application site, and that in relation to the proposal, the relevant information required by condition 15 of the outline planning permission to inform assessment of this phase has been provided.

6.4 Highway Impact, Access, and Parking

6.4.1 Gravesham Core Strategy Policy CS11 seeks new developments to mitigate their impact on the highway and public transport networks. Local Plan saved policy T1 supports this through requiring the impact on the transport system be considered and

that all proposed developments are adequately served by the highway network. The NPPF in paragraph 111 provides that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6.4.2 Gravesham Local Plan Saved Policy T5 requires the formation of new accesses, or the intensification of existing accesses to only be permitted where no danger would arise and where a properly formed access can be created in a location and standard acceptable to the Local Planning and Highway Authorities. NPPF paragraph 110 advocates that appropriate opportunities to promote sustainable transport modes should be taken up, and that safe and suitable access to the site can be achieved for all users, and that significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree.

Highway Impact

6.4.3 The highway impact of the mixed-use development as a whole has been accepted under the outline planning permission, including the provision of a series of financial commitments within the s.106 Agreement. Relevant to the residential area including Phase 2 is a study to assess the operation of the Northfleet High Street/ Hive Lane Junction and highway improvement scheme (if necessary based on criteria set out in the s.106 Agreement), a financial contribution towards the cost of a Traffic Regulation Order (TRO) at Northfleet High Street/ Hive Lane and the submission of a residential travel plan.

6.4.4 The application site lies within a highly accessible area as identified by EDC's Sustainable Transport Strategy (STS) due to its location near to existing bus routes along Northfleet High Street and Northfleet Railway Station, as well as local shops and a primary school. A future east-west Fastrack route would be provided in addition within Phase 3 to the north, and the proposals incorporate the diverted route of Public Footpath NU3 alongside other pedestrian and cycle routes, cycle storage, and car club spaces.

6.4.5 The proposals are therefore considered to fall within the highway impact assessed and accepted under the outline planning permission as well as providing a range of sustainable transport initiatives.

Access

6.4.6 Gravesham LPCS Policy CS11 requires new developments to mitigate their impact on the highway and public transport networks.

6.4.7 The primary access to the site would be via Hive Lane to the south with the proposals extending this road northwards through Phase 1B to provide direct access to parking spaces for properties facing Hive Lane and parking courts. 2no. residential mews streets join with the new part of Hive Lane, providing pedestrian and cycle access to properties and the eastern development edge as well as residential parking. A secondary east-west street within Phase 1B joins the new part of Hive Lane to the west along the northern edge of Chimney View Park, from which further north-south streets within Phase 2 would provide access to dwellings.

6.4.8 The primary access was approved as part of the reserved matters application for Phase 1B and this road extends into Phase 2 with the road layout generally in accordance with the residential masterplan to ensure a cohesive and legible scheme.

Hive Lane is classified as a Level 2 residential distributor street which is 6 metres in width, in line with KCC standards for a local distributor road.

6.4.9 There are two secondary access points from College Road into rear parking courts for the proposed dwellings. The applicant will seek a TRO to ensure there is no parking along this part of College Road. There are proposed changes to College Road that falls outside the scope of this planning application and will be assessed in a formal s278 application, however it is considered necessary to impose a condition to secure the details of the College Road highways works, including landscaping and drainage to be submitted prior to first occupation of the College Road dwellings. An informative is recommended by KCC Highways regarding works to the highway.

6.4.10 An independent Stage 1 Road Safety Audit has been completed for the road layout and junctions, and KCC Highways have accepted the designer's response, as such the proposed access is considered to be acceptable.

6.4.11 It is noted that the applicant does not intend to offer the roads to KCC Highways for adoption, as such they will not be publicly maintained. A management company will be set up by Bellway to manage ongoing street maintenance through a service charge to residents. Future residents will be made aware of this when they purchase their property, although it is considered necessary to ensure arrangements for the management and maintenance of the streets (including verges and lighting) are incorporated into a highway management plan to be enforceable by the local planning authority, so a planning condition is recommended to require this does form part of the overall management plan to be submitted for approval pursuantThis to the outline planning permission. It is also considered necessary for these details to identify and establish funding arrangements for this long term highway maintenance. The applicant considers that there are benefits to the scheme of the roads not being adopted by allowing items currently restricted by KCC Highways, including provision of on street EV charging points, tighter mews streets, more soft landscaping on verges and greater variety of materials and street lighting.

Parking

6.4.12 The parking approach within the approved residential masterplan is a provision of 1 parking space for two bedroom houses, 1.5 spaces for three bedroom houses and 2 spaces for four bedroom houses, together with visitor parking. Additionally, the masterplan requires one active electric vehicle (EV) charging point per house with a garage or driveway, 10% active and 90% passive provision for shared parking courts, and provision of cycle stores. The parking provision within the masterplan was designed to align with EDC's Sustainable Travel Strategy (STS), however exceeds this due to the position of the main development near to an existing residential area and potential impact that the larger proportion of new dwellings could cause overspill to the surrounding streets. Cycle stores are proposed to all houses for which further details are sought through condition to ensure satisfactory appearance, capacity and function.

6.4.13 The proposals would provide 193 parking spaces. This exceeds that set out in the Ebbsfleet Sustainable Travel Strategy, however these spaces are generally well integrated into the masterplan, utilising tandem parking, a small number of small-sized parking courts, as well as parallel street parking integrated within generous verges, that together minimise the visual impact of parking within the neighbourhood streets and public spaces.

6.4.14 The on street parallel parking would be allocated and operate through the use of a parking permit scheme. On street parking restrictions and permits will be managed by a private management company. This parking form allows for the provision of a consistent housing frontage towards Hive Lane and Bevans Park Edge as shown in the masterplan, as well as allowing flexibility between private and visitor parking in these areas. To ensure the on-street parking is managed appropriately a planning condition is recommended for submission of a Parking Management Plan to include details of the management arrangements to be in place prior to first residential occupation of any dwelling within this phase.

6.4.15 GBC Highways have raised concerns about the limited visitor parking within the development that could lead to on street parking issues outside of the development, so will consider additional restrictions in the surrounding area to protect existing residents. 7no. visitor parking spaces have been provided to serve the development that will also require a permit. Ebbsfleet Residential Parking Standards (ERPS) seeks 20% of the total parking spaces within the public realm to be unallocated to provide visitor parking. Phase 2 provides 53 on street parking spaces that are allocated to residents with 7 spaces unallocated for visitors, which is a total of 13%. This is lower than desirable but not significantly so. The application site is located in an area identified as 'highly accessible' within the ERPS within 400m of a Fastrack route (once complete) and 800m of a train station where lower than usual levels of parking will be accepted. Visitor cycle parking will be provided within the public realm.

6.4.16 Similarly, KCC Highways note that a parking management plan with permits being issued by the private management company to residents will be required that mitigates the risks of issues arising with neighbouring areas. This can be secured by condition.

6.4.17 The applicant has provided a technical note responding on how the proposals reflect current guidance and requirements of KCC as the Local Highway Authority. The proposals would correspond with the approved residential masterplan, which incorporated principles from EDC's Public Realm and Sustainable Transport strategies and engagement with KCC to deliver a high quality neighbourhood that encourages walking, cycling and use of public transport in accordance with local and national planning policy.

6.4.18 The proposed parking strategy shows electric vehicle (EV) charging provision complies with that set out in the masterplan both in terms of quantum and form. Each house with on plot parking will have a charging point and shared parking courts will have 10% active and 90% passive. EV charging is not currently shown on on-street parking spaces nor required under the masterplan, however the applicant has confirmed they intend to maximise EV charging where possible and, as the streets within the development would not be adopted public highway, it would be possible to provide charging points to these spaces. Therefore, as submitted the proposals are compliant in terms of EV parking provision with potential this may be exceeded. A planning condition is recommended for details of the EV charging points which also allows for the applicant to increase provision within the site.

6.4.19 The residential masterplan includes a commitment to the provision of 3no. car club spaces at key locations on the site. 2no. car club spaces were approved within Phase 1B. The reason for this being that the future Fastrack route would be delivered a significant time after occupation of Phase 1B so it was considered appropriate to provide a greater proportion of the site car club provision in this earlier phase and for this to be near the park which is a key public location. This leaves a minimum of one additional car club space to be provided in a future phase. No car club spaces are

proposed in Phase 2 because it is considered that the residential areas are within walking distance of the Phase 1B car club locations. The final minimum provision would therefore be provided within Phase 3. As such non-provision within Phase 2 is not contrary to the approved masterplan and is acceptable.

Summary

6.4.20 The highway impact of the proposals, proposed means of access and parking arrangements are therefore considered acceptable. Although KCC Highways have raised concerns they note there is no highways safety capacity reason for refusal. The NPPF in paragraph 111 provides that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Acceptable arrangements have been made for discreetly sited car parking with EV charging provision in line with the approved masterplan.

6.5 Residential Amenity

6.5.1 Gravesham LPCS policy CS19 requires new development to be designed in an inclusive way to be accessible to all members of the community, and to have an appropriate level and quality of private and public amenity space. Gravesham LPCS policy CS14 seeks to ensure that there is an appropriate range and mix of housing across the Borough to create balanced communities, taking account of the existing character and needs of the area.

Housing Standards & Mix

6.5.2 The proposed dwellings all comply with the Nationally Described Space Standard (NDSS). This would ensure acceptable and adaptable internal spaces, including prescribed levels of storage and minimum ceiling heights. The NDSS does not provide a standard for external amenity space however all houses would benefit from private gardens. The FOG dwellings do not have private external amenity space but are located in close proximity to public amenity spaces in Chimney View Park delivered within phase 1B, and Bevan's Park to be delivered prior to the occupation of the 150th residential unit. The development layout as perimeter blocks avoids overlooking between properties, with potential impacts of future householder alterations, as well a visual impact to the adjoining public realm, safeguarded through a recommended planning condition to remove specific permitted development rights. It is therefore considered that acceptable living conditions would be provided for future residents, consistent with the standard secured elsewhere in the Garden City.

6.5.3 The s.106 Agreement requires at least 25% of all market dwellings and 50% of all affordable dwellings across the mixed-use development to be compliant with Building Regulations Part M4[2] - Accessible and Adaptable Dwellings. The proposal would exceed this within Phase 2, with 27% of market dwellings and 72% of affordable dwellings meeting this standard. In total 83 dwellings (63%) of all dwellings across Phase 2 will be M4[2] compliant. Phase 1B delivered 30% of market dwellings and 89% of affordable dwellings as M4[2] compliant.

6.5.4 The s.106 Agreement requires provision of 6no. wheelchair ready dwellings within the wider residential land. No wheelchair accessible houses are proposed within Phase 2. Phase 1B also did not provide any wheelchair ready dwellings but it is proposed that 8no. wheelchair user units will be provided in Phase 3 of the development, an additional 2no. wheelchair units compared to the requirements of

the s106. The Borough Council have raised no objection to this proposed distribution of wheelchair units.

Affordable Housing

6.5.5 Gravesham LPCS policy CS16 requires the provision of 30% affordable housing on all new housing developments of 15 dwellings or more or on sites of 0.5 hectares or more in the urban area. This was assessed at outline application stage and the s.106 agreement requires 30% of homes within the development as a whole to be affordable with a tenure split of 60% intermediate and 40% affordable rented housing. Whilst the s.106 includes an option for a financial contribution, the applicant's approach confirmed through the masterplan is to provide the full provision on site within the identified locations dispersed throughout the site and tenure-blind, which is an approach welcomed by EDC and the Borough Council.

6.5.6 The Affordable Housing Scheme submitted with this application confirms provision of 40no. affordable dwellings equating to 31% of Phase 2. 32no. houses (14no. 2 bed, 14no. 3 bed and 4no. 4 bed) are proposed as intermediate housing (shared ownership) and 8no. houses (5no. 2 bed, 1no. 3 bed and 2no. 4 bed) are proposed for affordable rent. This corresponds with figures provided by GBC Housing on need being greatest for 2 and 3 bedroom properties. GBC as the Local Housing Authority therefore advise the proposed provision is satisfactory for Phase 2.

Noise

6.5.7 The application is supported by an acoustic report which identifies relevant noise sources affecting the application site being from the following:

- Road traffic noise from Northfleet High Street and College Road.
- Industrial operations from 42 Wharf, and Bulk Powders Import Terminal 42 (BPIT) to the north-east, including predicted noise levels from the approved but not yet operational the Bulk Aggregates Import Terminal (BAIT).
- Industrial operations from Robin's Wharf and Aggregate Industries/Brett Aggregates to the north-west.

6.5.8 In respect of industrial operations these take place in connection with safeguarded wharves and minerals infrastructure, with the application site lying within 250m of these. The proposal is therefore required under Kent Minerals and Waste Local Plan Policy DM8 to demonstrate that introducing new dwellings into this area would not adversely affect, nor force unreasonable restrictions on, the adjacent industrial uses or safeguarded minerals infrastructure. KCC Minerals and Waste Planning Team advise that the acoustic report addresses the requirement of Policy DM8 confirming no objection.

6.5.9 Whilst noise impacts were assessed at high level at the outline stage, the outline permission requires each reserved matters submission to be informed by an updated noise assessment.

6.5.10 The Acoustic Report submitted with this application concluded that noise from the nearby existing and committed industrial operations is unlikely to have an adverse impact on the proposed residential receptors subject to appropriate mitigation in the form of higher specification trickle vents and double glazing. Traffic noise is assessed separately since it is from a different source, concluding that this would also not have

an adverse impact upon future residents subject to mitigation in form of higher specification trickle vents to facades of all properties facing Hive Lane.

6.5.11 Following objections from neighbouring industrial operators an updated acoustic technical note was submitted in March 2023 to show which properties will be most affected by these activities and experience sound levels above 45 dBA. The technical note concludes that 28no. properties have one or more facades exposed to sound levels from wharf operations of greater than 45 dBA. Of these 28, 22 have the ability to open a window on a façade exposed to sound levels from wharf operations of less than 45 dBA, providing the occupant with the option to open a window on a quieter façade if desired. 6no. properties have been identified where all facades of that property are likely to experience noise levels above 45 dB(A). The properties are Plots 75, 76, 106, 107, 108 and 109 and, to mitigate adverse impact, the applicant has agreed to incorporate mechanical ventilation into each of these properties, details of which to be approved via condition.

6.5.12 In lieu of comments from GBC Environmental Health the acoustic report was independently reviewed by EDC's noise consultant whom, following receipt of justification referencing relevant acoustic design principles, has confirmed that the mitigation measures proposed are robust to ensure acceptable internal and external amenity for future residents.

6.5.13 Port of London Authority and Aggregate Industries and Brett and Sons maintain their objection because of the potential impact on their neighbouring industrial operations. As above, it is noted that the plots mostly affected would now have mechanical ventilation to allow ventilation without the need to open windows during times of noisy activities taking place from the nearby wharf. The noise levels to be achieved are set out in the acoustic assessment in line with BS 8233 'Desirable Internal Ambient Noise Levels for Dwellings'. It is considered that this could be achieved with the suggested mitigation. The onus is on the developer to ensure this is achieved and potential purchasers will be aware of the surrounding industrial uses.

6.5.14 The conclusions of the acoustic report are therefore accepted, and a planning condition is recommended to require compliance with the recommended higher specification glazing and mechanical ventilation. Subject to installation of this mitigation prior to occupation of the dwellings to which they relate it is concluded that, following advice from EDC's noise consultant, existing and forecast noise from the surrounding area would ensure acceptable living conditions for future residents and in turn avoid likelihood of complaints affecting existing commercial operations.

Air Quality

6.5.15 The application site lies within the Northfleet Industrial Area Air Quality Management Area (AQMA) declared for Nitrogen Dioxide emissions and windblown Particulate Matter, with dust sources from nearby industrial operations (as referred to for noise above with addition of the Bulk Powders Import Terminal). The residential masterplan has responded by locating residential development adjacent to existing residential areas and over 200m from these potential dust sources. The proposed future employment land would also lie between the application site and potential dust sources, however air quality impact to the development needs to be acceptable without reliance upon these buffer uses in the event they do not come forward. The air quality impact from the proposed development to the surrounding area also needs to be appropriately mitigated. These include dust generated during construction and traffic generation from new residents.

6.5.16 An Air Quality technical note has been submitted which concludes that the existing air quality conditions are comparable to those identified within the Environmental Statement (ES) which accompanied the outline planning permission and therefore that the site location remains appropriate in line with findings of the ES. Similarly, it concludes that the construction and operational impacts of the development have also not altered to such an extent to affect findings of the ES.

6.5.17 For impact of the development upon the surrounding area dust control measures are identified to include within the Construction Environmental Management Plan required for each phase of the development under outline planning condition 16. The proposed EV charging provision within this phase also contributes to reducing traffic emissions and good levels of soft landscaping and tree lined streets would make a further positive contribution.

6.6 Neighbouring Amenity

6.6.1 Paragraph 185 of the NPPF in paragraph 185 states that Local Planning Authorities should ensure that new development is appropriate for its location, taking into account the likely impacts on health and quality of life. This is interpreted locally through Gravesham LPCS Policy CS19 which states that new development will be located, designed, and constructed to safeguard the amenity of neighbouring properties including privacy, daylight, and sunlight.

6.6.2 Adjoining residential properties to the site lie within Phase 1B of this residential development (currently under construction) and College Road to the west. The proposed finished site levels would be similar to those of these existing properties.

6.6.3 The position of the proposed dwellings and separation distances relative to windows of existing properties within Phase 1B is such that detrimental impacts upon the amenity of these properties in respect of overlooking or overshadowing would be unlikely to occur.

6.6.4 The proposed dwellings in College Road follow the same building line as the existing with large separation distances such that the development would not give rise to impacts upon their amenity. No existing properties lie to the north, where a future development phase is proposed, or east of the scheme where the existing commercial access road runs at a lower level with future Bevan's Park proposed beyond.

6.6.5 The proposals are therefore not considered to detrimentally impact neighbouring amenity. To safeguard neighbouring properties from future alterations which may impact upon their privacy, planning conditions to restrict specific householder permitted development rights are recommended.

Heritage

6.6.6 At the outline application stage, it was identified that a site-wide Heritage Management Plan (HMP) should be at the heart of the development as a tool to inform the detailed masterplan and individual reserved matters applications. The approved HMP identifies the guiding principles for the conservation of heritage assets within the site and incorporation of heritage into the development, including commitments to safeguarding assets, on-site display of artefacts, interpretation, local distribution of information and arrangements for recording/storage of artefacts.

6.6.7 A programme of archaeological work has been approved for the whole of the mixed-use application site under condition 20 of the outline planning permission, and a programme of historic building recording has been approved for the residential area under condition 22. The approved details therefore cover the requirements within Phase 2 for archaeological watching brief and reporting during construction and recording of historic features and flint boundary walls. However, since the outline permission was granted and works to implement the consented development platform have progressed, previously unanticipated archaeological remains have been revealed at the site, including substantial masonry remains relating to earlier phases of the cement industry which previously occupied the site.

6.6.8 The identified remains associated with early phases of the cement industry are considered to represent one of the earliest and best-preserved complexes of the Portland Cement manufactory. They are therefore considered likely to be of national significance for their contribution to the development of this industry and its subsequent connection with industrialisation across Britain and the world.

6.6.9 Following consensus regarding the significance of the remains, detailed discussions have been undertaken between applicant and KCC Archaeology regarding preservation of the remains. The remains identified have issues regarding stability and fragility, as such it is not considered that they could be used for any functional purpose. The applicant has been working with KCC Archaeology to agree a suitable mitigation strategy. It has been agreed with KCC Archaeology that the southern kiln will be preserved in situ beneath an area of open space with an amendment to the residential layout to accommodate this with other structures removed under an Archaeology Watching Brief. Details of how the kiln will be retained in situ have been submitted in the RLT Drawing 'Phase 2 Southern Kiln Archaeology Works Sections'.

6.6.10 The applicant did explore options to retain the kiln in situ to be preserved and displayed with either a glass screen over the top or metal railing grate to allow views of the kiln beneath within the open space. These options were considered not to be practical because the glass would raise issues with condensation and mould build up and the metal railing grate would allow rubbish, debris and leaves to collect below the grate both of which could reduce views and become an eyesore. It was also considered that exposing the kiln to the elements would cause damage over time.

6.6.11 The proposed site wide heritage plan and package of heritage benefits seek to balance the existing planning permissions with the archaeological finds on site. Following discussion between parties including KCC's Senior Archaeological advisor, it was resolved that the most appropriate response to the finds was to preserve the southern brick kiln in situ with the residential layout amended to accommodate this resulting in the loss of three houses within Phase 2 and an additional area of open space being provided. The remaining archaeology would be fully recorded prior to its removal to facilitate the previously approved development platform which involved land regrading and excavation.

6.6.12 The northern kiln range has been fully recorded and removed under archaeological supervision as agreed with KCC Archaeology. Recording work on the southern kiln range is ongoing and it is proposed to be preserved in situ beneath an area of open space. There are further ongoing works to the east of southern kiln range and the site of a historic dock adjacent to The Creek.

6.6.13 It should be noted that the works that the applicant has carried out to agree a mitigation strategy with KCC Archaeology is beyond what they were required to do because the development platform consent did not require retention of any of the

southern kiln range but their importance has been recognised. The proposed works are considered to positively contribute to the site wide heritage mitigation strategy.

6.6.14 For reserved matters submissions the HMP sets out that the archaeological reporting and building recording should inform the public interpretation of heritage and archaeology at the site, as required under condition 15. The majority of this interpretation would be delivered through Bevan's Park heritage trail, which at the time of writing this report is currently under consideration. A heritage interpretation board is proposed within Kiln Pocket Park to provide more information on the below ground kiln range with above ground references in the landscape. Further details would be secured by condition.

6.7 Sustainability

6.7.1 Gravesham LPCS Policy CS18 seeks for new development to reduce water and energy usage, requiring development proposals to consider the potential and include options for low carbon and renewable energy generation. NPPF paragraph 157 advocates that new development should be expected to minimise energy consumption.

6.7.2 Condition 11 of the outline planning permission requires reserved matters applications to generally accord with principles included within the Sustainability Statement submitted for the outline planning permission. This identifies that the site is not well suited to large scale installations for energy supply, however that small scale installations will be considered in the light of extant building regulations and policy and subject to viability assessment at the detailed design stage.

6.7.3 An updated Energy and Sustainability Statement has been submitted for Phase 2 that demonstrates that the sustainable characteristics of the development have been improved from the original submission with more ambitious energy targets. The development follows the energy hierarchy, incorporating passive design measures and energy efficient equipment. The development follows a fabric first approach, using efficient building fabric including insulation and highly efficient glazing, low energy lighting, efficient gas boilers and natural ventilation. Houses would use energy efficient gas condensing boilers but also be provided with a 55 degrees Celsius temperature flow to heating, larger pipework and increased sized radiators, future proofing these to more easily change to using an ASHP.

6.7.4 The proposed development will use solar photovoltaic (PV) panels on some south and east facing roof spaces. To ensure acceptable appearance and specification a planning condition is recommended for details of the PV panels and their appearance within the roof form.

6.7.5 A number of water efficiency measures are identified for the development with an example specification equating to 109.7 litres per person per day. This would enable the development to meet Building Regulations Part G optional requirement for water efficiency of 110 litres per person per day, consistent with commitments in the approved residential masterplan. Water butts would also be provided to each house to further support efficient water use. A planning condition is recommended to ensure these are provided and that development meets the proposed water efficiency standard.

6.7.6 As additional sustainability credentials the proposal also includes providing a composting bin for each dwelling, target use of 100% sustainably sourced and/or

certified timber and target diversion of at least 90% of construction waste (excluding hazardous waste) from landfill.

6.7.7 The proposed development will achieve a 4% improvement over Part L 2021, as such it is considered acceptable in terms of energy and water sustainability and that the relevant information required by outline condition 11 to assessment this phase has been provided.

6.8 Nature Conservation

Biodiversity and Ecology

6.8.1 The NPPF in paragraph 174 states that the planning system should contribute to and enhance the natural and local environment by recognising the wider benefits of ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity where possible. Gravesham Core Strategy Policy CS12 requires no net loss of biodiversity in the Borough, seeking opportunities to restore, re-create and maintain habitats.

6.8.2 The proposed layout is in accordance with the illustrative masterplan submitted with the outline and approved site wide Ecological Mitigation and Enhancement Strategy and does not result in the loss of any previously agreed ecological mitigation areas.

6.8.3 A reptile translocation exercise was completed in 2020 in accordance with the Reptile Mitigation Strategy as part of ecological mitigation strategy approved under condition 6 of the outline planning permission for the wider development. A stand-alone planning approval for a development platform covers the same land as the mixed-use development including the Phase 2 site. This duplicated the outline permission requirements for ecological mitigation, and earthworks have commenced clearing the site of vegetation under that consent.

6.8.4 The proposals for Phase 2 also need to be considered in the context of the wider development within the residential area shown within the approved masterplan. These include a dark corridor to the eastern site edge, and ecological enhancements proposed within Chimney View Park to the south, approved under Phase 1B and Bevan's Park to the east which will be subject to consideration within its own reserved matters application.

6.8.5 An updated Ecological Mitigation and Enhancement Strategy (EMES) has been submitted which references the 2020 ecological mitigation and commitments within Phase 2. This report was written in March 2022 and photographs have been provided to show current site conditions, which show that there is no vegetation within the site to support protected/notable species, as such an updated mitigation strategy is not required. The report has detailed that 13 bird bricks with 4 suitable for black redstarts and 8 bat boxes will be incorporated into the site and areas of new native tree and shrub planting will also be created on site

6.8.6 An Arboricultural Impact Assessment has been submitted as part of this application that shows that no additional trees will be removed, beyond what was allowed under the development platform consent, and there will be no incursions in root protection areas of off-site trees.

6.8.7 KCC Ecology have drawn attention to the need for a dark zone along the eastern boundary of the site, which is referred to in the EMES, and advise that the information submitted as part of condition 47 of the outline planning permission

relating to external lighting must include an assessment of the impacts of lighting on the dark corridor and provide details of any mitigation to minimise the impact.

6.8.8 A Construction Environmental Management Plan has been approved under Condition 16 of the outline planning permission for the residential area including Phase 2, and includes ecological protection measures to be undertaken during construction.

6.8.9 Also, having regard to its duty under s.28G of the Wildlife and Countryside Act 1981 (as amended) it is not considered that the determination by Ebbsfleet Development Corporation of this application would or is likely to affect the flora, fauna or geological or physiographical features by reason of which a site of special scientific interest is of special interest.

6.8.10 The ecological impact of the proposed development is therefore considered acceptable and safeguarded through conditions for ecological enhancements, as agreed by KCC in their role as the LPA's ecological advisor.

HRA Screening

6.9 Projects likely to have a significant effect upon a protected site are to be subject to an Appropriate Assessment of their implications for the Site in the context of its conservation objectives, provided that the project is not directly connected with or necessary to the management of the protected site.

6.10 The proposed development is located within 6 kilometres of the South Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar Site, both European Sites designated due to important assemblages of wintering water birds. The proposed development is not connected with and not necessary for the management of the European sites. It is considered likely that the development will impact upon the protected sites and therefore it is necessary to undertake an appropriate assessment of the implications of the proposed development, including cumulative effects of other committed developments, on the European sites in view of their conservation objectives.

6.11 An assessment of the likely impacts from the development was undertaken at the time of the outline permission in connection with the proposed mitigation measures. The s106 agreement sets out mitigation measures in the form of an obligation to pay, prior to commencement of a development phase, a tariff based financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMS) of £223.58 per dwelling (index linked – currently increased to £314.05) which pools money from local authorities to spend on measures to mitigate recreational disturbance as a result of new development.

6.12 Following subsequent judicial clarification of the legal position, it is now established that the requirement for an Appropriate Assessment cannot be screened out on the basis of the mitigation measures proposed. In this circumstance, to ensure legal compliance, an Appropriate Assessment is required to be undertaken at the reserved matters stage. In the context of this application for approval of reserved matters EDC officers have carried out an Appropriate Assessment in order to assess whether any adverse impact on the integrity of the Thames Estuary and Marshes SPA can be ruled out. The Appropriate Assessment concludes that, taking into account the mitigation measures proposed in the s106 agreement, the proposal will not adversely affect the integrity of the Thames Estuary and Marshes SPA and Ramsar site.

6.13 The s106 has been completed and is enforceable against the land. A separate unilateral undertaking from the applicant for the payment of the contribution is therefore unnecessary.

6.14 Additional Considerations

Environmental Impact Assessment

6.14.1 The outline permission was identified as being EIA development and the likely significant effects of the development on the environment were identified and assessed at the time of the outline application. If effects arising from the proposals set out in an application for approval of reserved matters were not identified or identifiable at the time of a decision to grant outline planning permission and were therefore not assessed at the time of that decision, then an assessment must be undertaken at the reserved matter stage. However, it is EDC officers' opinion that all likely significant environmental effects were identified and assessed as part of the outline permission application process and that the information before the planning authority is adequate to assess the significant effects of the development on the environment, and therefore it is not necessary to serve a notice seeking further environmental information.

Contamination

16.14.2 NPPF paragraphs 183 and 185 states that planning decisions should ensure that the proposed site is suitable for its new use taking account of ground conditions, including pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation

16.14.3 Condition 18 of the outline planning permission requires a contaminated land assessment to be submitted prior to development on any phase of development, including a desk study of previous uses, a site investigation strategy, and if required a remediation strategy. The requirements of the outline planning condition are considered sufficient to ensure the site would be suitable for the proposed use, a view supported by comments received from the Environment Agency (EA).

Flood Risk

16.14.4 NPPF paragraph 167 states that Local Planning Authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where it can be demonstrated that the most vulnerable development is located in areas of lowest flood risk, and where development is appropriately flood resilient and resistant. The Environment Agency's Flood Map for planning shows the site to lie within Flood zone 1, having a low probability of flooding.

16.14.5 Condition 46 of the outline planning permission requires development to be built in accordance with the mitigation measures set out in the Flood Risk Assessment submitted as part of that application, in particular that finished floor levels for the development must be no lower than 7.2m AOD and 15m from the landward toe of the flood defence. The submitted levels show that no part of Phase 2 falls below this level, as such no further information in respect of flood risk is therefore considered necessary.

Surface Water Drainage

16.14.6 Surface flooding can result from periods of intensive rainfall, so it is important to ensure that any development incorporates appropriate drainage measures. NPPF Paragraphs 167 and 169 seek provision of sustainable drainage systems unless there is clear evidence that this would be inappropriate.

16.14.7 Infiltration of surface water into the ground is not an option due to contamination arising from the former industrial uses of the site, and no existing surface water sewers are in the area as the former cement works discharged water direct to the River Thames. The outline drainage strategy, referenced in the masterplan, is to direct surface water to the north into Robin's Creek, first passing through a forebay that is proposed to combine as a sustainable drainage feature within a publicly accessible open space. Condition 23 of the outline planning permission requires approval of a surface water drainage scheme, which is currently being considered under a separate condition discharge application.

16.14.8 Surface Water drainage from the Phase 2 application site would be directed via pipes to Robin's Creek to the approved SUDs basin and forebay. KCC LLFA confirm no objection since their assessment at reserved matters stage is whether the surface water provision is compliant with the outline planning permission, and that the assessment of the suitability of the drainage is covered by the outline planning condition for the detailed scheme. The EA have similarly confirmed no objection to the reserved matters details since no construction of buildings in Phase 2 can commence until the surface water drainage scheme is approved.

16.14.9 The requirements of the outline planning condition are therefore considered sufficient to ensure the site would be served by suitable surface water drainage scheme, with the proposed swale a positive drainage feature if providing this proves possible following infiltration testing, with further landscaping details being sought for this through a planning condition.

Foul Drainage

16.14.10 Information showing the proposed foul water drainage arrangement was submitted in the reserved matters for information and Southern Water advise in their comments that this is satisfactory. Condition 24 of the outline planning permission requires details of foul water disposal to ensure adequate capacity in the network for the additional flows and protection of existing drainage infrastructure. Subject to assessment of the proposals through this condition, the principle of the foul drainage proposal is considered acceptable and is therefore unnecessary to assess in detail as part the reserved matters.

Building for a Healthy Life Assessment

16.14.11 NPPF Paragraph 133 states that Local Planning Authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of the development. These include design advice and review arrangements and assessment frameworks such as Building for a Healthy Life (BFHL).

16.14.12 A BFHL assessment of the scheme has been undertaken by EDC officers. BFHL is a design tool to measure and assess good design for new homes that is supported by the housebuilding and architectural industries as well as Government and Local Authorities. The proposed development is considered to perform well

against the 12 BFHL questions, achieving 10 greens and 2 ambers, summarised below.

Integrating the neighbourhood

1 Natural Connections	2 Walking, cycling and public transport	3 Facilities and services	4 Homes for everyone

Distinctive Places

5 Making the most of what's there	6 Memorable Character	7 Creating well defined streets and spaces	8 Easy to find your way around

Streets for all

9 Healthy Streets	10 Cycle Parking and Car Parking	11 Green and Blue Infrastructure	12 Back of footpath-front of house

7.0 FINANCIAL CONSIDERATIONS

7.1 Whilst this is not material to the decision, financial benefits will accrue to the area if permission is granted. The Government wishes to ensure that the decision-making process for major applications is as transparent as possible, so that local communities are more aware of the financial benefits that development can bring to their area. In this area the following benefits to the public purse accrue from development - New Homes Bonus and Council Tax for new dwellings.

8.0 HUMAN RIGHTS

8.1 The application has been considered in the light of the Human Rights Act 1998 and it is considered that the analysis of the issues in this case, as set out in this report and recommendation below, is compatible with the Act.

9.0 PUBLIC SECTOR DUTY

9.1 In determining this application, regard has been had to the Public Sector Equality Duty (PSED) as set down in section 149 of the Equality Act 2010, in particular with regard to the need to –

- Eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by or under the Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. It is considered that the application proposals would not undermine objectives of the Duty.

9.2 It is considered that the application proposals would not conflict with objectives of the Duty.

10.0 CONCLUSION

10.1 The proposals are considered to accord with the principles and parameters established by the outline planning permission, detailed residential masterplan and adopted planning policies, and to be aligned with the Ebbsfleet Implementation Framework. They would form the second phase of residential development to meet EDC's aspirations for Northfleet Riverside with a high quality residential development.

10.2 The proposed development performs well against the Building for a Healthy Life topics (achieving 10 greens, 2 ambers and no reds) which reinforces the conclusion that the proposals are acceptable.

10.3 The application is therefore recommended for approval subject to imposition of the planning conditions listed in the officer recommendation.

Agenda Item: 06

Reference: EDC/23/0027

Site Address: Alkerden South, Phase 2 Eastern Quarry, Watling Street, Swanscombe, Kent

Proposal: Reserved Matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to conditions 2 and 25 of outline planning permission EDC/17/0048 for 91 dwellings and associated car parking, landscaping and infrastructure, together with submission of details relating to noise assessment (Condition 28), and open land accessibility and management (Condition 31).

Applicant: Redrow Homes Limited

Parish / Ward: Ebbsfleet

SUMMARY:

This application seeks permission for reserved matters in relation to access, appearance, scale, layout and landscaping for the erection of 91 dwellings at Alkerden South, within the Alkerden Village at Eastern Quarry.

The application has been guided by a series of strategy documents and principally the Area Masterplan and Design Code (AMP/DC) which set out design parameters for delivery of detailed consents and set the standards against which all reserved matters applications in Alkerden Village are assessed.

The proposal is for a high-quality scheme, which accords well with the AMP/DC. The design, layout and landscaping work well together to create streets and buildings which are visually appealing, create a strong sense of place, and will assist legibility and wayfinding. This is reflected in the Building for Healthy Life assessment, against which the proposed development achieves 11 'greens' and 1 'amber'. The scheme is 100% compliant with the Nationally Described Space Standards and provides a range of unit sizes to meet the needs of a variety of occupiers. 65% of units meet Part M4(2) of the Building Regulations including all apartments and all affordable homes which is in excess of the 25% required by the outline planning permission.

In accordance with the s106 Agreement, which allows for variation to the amount of affordable housing coming forward within each residential parcel, a strategic approach for provision of affordable housing to be delivered across the combined Redrow parcels in Alkerden South has been agreed in principle with EDC Officers. Consequently, the proposed development seeks delivery of 4no. 4-bedroom affordable homes, all for affordable rent. Together with the affordable housing previously secured on Redrow's first phase, the running total exceeds the 25% required by the s106. Concerns with the Affordable Housing Mix raised with the applicants during the application resulted in improvements to deliver larger family-sized accommodation as affordable rent, which is welcomed. Dartford Borough Council has confirmed they are satisfied with the proposals noting it would directly address local need and help tackle current shortages for socially rented larger family housing.

The development will permanently reduce regulated emissions by 58.46% and the proposed energy demand by 13.10% over the baseline under Building Regulations Part L 2021, incorporating air source heat pumps to all houses and solar photovoltaic panels to all apartment blocks.

The scheme provides parking which is in general compliance with the Parking Management Plan and Sustainable Travel Strategy. The presence of parking in the public realm has been minimised and all dwellings will have the ability to charge an electric car either on plot or from a parking within the apartment parking courts. The parking strategy is supported by ample cycle parking provision which is secured for each dwelling and apartment.

The applicant has worked closely with the EDC to bring forward a carefully considered scheme, which complies with national and local policy, as well as the objectives of the EDC's Implementation Framework and Strategy Documents. It will contribute to the ongoing development of Eastern Quarry and the Garden City through delivery of well-designed homes. It is therefore recommended for approval.

RECOMMENDATION: Approval subject to the following conditions with delegated authority to the Chief Planning Officer to make minor changes to the wording:

CONDITIONS:

Time limit

1. The development hereby permitted shall be begun before the expiration of two years from the date of this reserved matters approval.

   Reason: For the avoidance of doubt and to ensure the development is brought forward in a specified timeframe.

Approved Plans and Documents

2. The development hereby permitted shall be carried out in accordance with the following plans:

   Layouts Plans –
   RMA2_LP.02 Rev A - Location Plan (Redline boundary)
   RMA2_SL02 1-1000 Rev E - Proposed Layout Wider Context
   RMA2_SL02 Rev E - Site Layout
   AHL.02 Rev D - Affordable Housing Layout
   M42P.02 Rev E - M4(2) Plan
   DML.02 Rev D - Dwelling Material Layout
   BML.02 Rev D - Boundary Materials Layout
   BB.02 Rev B - Bird and Bat Box Layout

   Street Views & Sections –
   SE.01 Rev F - Street Elevations 01
   SE.02 Rev D - Street Elevations 02
   SE.03 Rev B - Street Elevations 02
   SS.01 Rev A - Site Section 01

   House Types (Elevations, Floor and Roof Plans) –
   HT.C-DET-BES-A.pe Rev C - House Type C - Detached - Bespoke - Variation A

HT.C-END-BES-A.pe Rev C - House Type C - End Terrace - Bespoke - Variation A
HT.CRRL-BES-1.pe Rev C - House Type Carroll - Bespoke - Option 1
HT.CRRL-BES-2.pe Rev A - House Type Carrol - Bespoke - Option 2
HT.HPWR-BES.pe Rev D - House Type Hepworth - Bespoke
HT.HPWR-BES-A.pe Rev C - House Type Hepworth - Bespoke - Variation A
HT.K-END.pe Rev B - House Type K - End Terrace
HT.P-DET-BES-A-1.pe Rev C - House Type P - Bespoke - Detached - Variation A - Option 1
HT.P-DET-BES-A-2.pe Rev C - House Type P - Bespoke - Detached - Variation A - Option 2
HT.P-END-BES-A.pe Rev C - House Type P -End Terrace - Bespoke - Variation A
HT.P-END.pe Rev C - House Type P - End Terrace
HT.P-END-BES.pe Rev C - House Type P -End Terrace - Bespoke
HT.P-MID.pe Rev C - House Type P - Mid Terrace
HT.SYKS-BES.pe Rev C - House Type Sykes – Bespoke
HT.WRDW-BES.pe Rev C - House Type Wordsworth - Bespoke
HT.D-END-BES.pe Rev D - House Type D - End Terrace - Bespoke (Affordable)

Flat Blocks ((Elevations, Floor and Roof Plans) –
FB-J.pe Rev D - Flat Block J
FB-K.pe Rev D - Flat Block K
FB-L.pe Rev D - Flat Block L
FB-M.pe Rev D - Flat Block M
FB-N.pe Rev E - Flat Block N

Garage, Cycle Store, Garden Shed (Floor Plan and Elevations) –
GAR.01.pe Rev B - Single Garage 01
GAR.02.pe Rev B - Twin Garage 02
CS.01.pe Rev C - Cycle Store 01
SHED.01.pe Rev C - Garden Shed 01

Architectural Details –
AD-01 Rev A - Architectural Details 01
AD-02 Rev A - Architectural Details 02
AD-03 Rev A - Architectural Details 03

Proposed Landscaping and Landscape Management Plans –
ALK-EDL-ZZ-XX-DR-L-0150 Rev P4 - Illustrative Masterplan
ALK-EDL-XX-ZZ-DR-L-0100 Rev P4 - General Arrangement Plan
ALK-EDL-XX-ZZ-DR-L-0101 Rev P4 - General Arrangement 1/5
ALK-EDL-XX-ZZ-DR-L-0102 Rev P4 - General Arrangement 2/5
ALK-EDL-XX-ZZ-DR-L-0103 Rev P4 - General Arrangement 3/5
ALK-EDL-XX-ZZ-DR-L-0104 Rev P4 - General Arrangement 4/5
ALK-EDL-XX-ZZ-DR-L-0105 Rev P4 - General Arrangement 5/5
ALK-EDL-XX-ZZ-DR-L-0106 Rev P4 - Hardscape Plan 1/5
ALK-EDL-XX-ZZ-DR-L-0107 Rev P4 - Hardscape Plan 2/5
ALK-EDL-XX-ZZ-DR-L-0108 Rev P4 - Hardscape Plan 3/5
ALK-EDL-XX-ZZ-DR-L-0109 Rev P4 - Hardscape Plan 4/5
ALK-EDL-XX-ZZ-DR-L-0110 Rev P4 - Hardscape Plan 5/5
ALK-EDL-XX-ZZ-DR-L-0111 Rev P4 - Softscape Plan 1/5

ALK-EDL-XX-ZZ-DR-L-0112 Rev P4 - Softscape Plan 2/5
ALK-EDL-XX-ZZ-DR-L-0113 Rev P4 - Softscape Plan 3/5
ALK-EDL-XX-ZZ-DR-L-0114 Rev P4 - Softscape Plan 4/5
ALK-EDL-XX-ZZ-DR-L-0115 Rev P4 - Softscape Plan 5/5
ALK-EDL-XX-ZZ-DR-L-0121 Rev P2 - Tree Location Plan
ALK-EDL-XX-ZZ-DR-L-0116 Rev P4 - Management Zones Plan 1/5
ALK-EDL-XX-ZZ-DR-L-0117 Rev P4 - Management Zones Plan 2/5
ALK-EDL-XX-ZZ-DR-L-0118 Rev P4 - Management Zones Plan 3/5
ALK-EDL-XX-ZZ-DR-L-0119 Rev P4 - Management Zones Plan 4/5
ALK-EDL-XX-ZZ-DR-L-0120 Rev P4 - Management Zones Plan 5/5
ALK-EDL-XX-ZZ-SH-L-0800 Rev P4 - Planting Schedule
ALK-EDL-XX-ZZ-SH-L-0801 Rev P4 - Planting Schedule
ALK-EDL-XX-ZZ-RP-L-0701 Rev P2 - Landscape Management Plan
ALK-EDL-XX-ZZ-RP-L-0702Rev P2 - Landscape Maintenance Schedule

Levels and Drainage –
RAD-ARP-XX-XX-SK-CX-0081 Rev P02 - Retaining Wall and Plot Levels
RAD-ARP-XX-XX-SK-CX-0082 Rev P02 - Cut/Fill Isopach
RAD-ARP-XX-XX-SK-CX-0083 Rev P02 - Surface Water Drainage
RAD-ARP-XX-XX-SK-CX-0084 Rev P02 - Foul Drainage
RAD-ARP-XX-XX-SK-CX-0085 Rev P01 - Surface Water Drainage Schedule
RAD-ARP-XX-XX-SK-CX-0086 Rev P01 - Foul Drainage Schedule

Lighting Layouts, Schedules & Assessments –
271568-01-SK-18 Rev A - Site Layout Transport Overview 5 (LIGHTING)
WLC896-PRV-1300-001 Rev R1 - Proposed Private Lighting Layout
WLC896-CS Rev R0 - Adoptable Column Schedule
WLC896-LC-AC-001 Rev R0 - Adoptable Area Calculations
WLC896-RA Rev R0 - Adoptable Risk Assessment
WLC896-PRV-1300-001 Rev R0 - Proposed Private Lighting Layout
WLC896-PRV-RA Rev R0 - Private Risk Assessment

Documents & Reports –
271568-01 Rev 4th Issue - Transport and Waste Note (July 2023)
271568-01-Aac Rev R04 - Acoustic Assessment
RAD-ARP-ZZ-XX-RP-CX-002 Rev Issue 01 - Surface Water and Foul Drainage Strategy Report
RT-MME-155996-01 - MiddleMarch Ecological Review (February 2023)
8589 Rev 3 - FES Energy Statement (July 2023)
266362-00 Rev 1 - Designers Response to Stage 1 Road Safety Audit (May 2023)
WLC896-DCR-001 Rev R0 - Adoptable Design Considerations & Environmental Report (May 2023)
CMS DCU Kent Compatibility Enquiry
CMS DCU Kent Compatibility Response
Redrow Homes Bat and Bird Box spec

Reason: For avoidance of doubt and to ensure a satisfactory form of development.

Pre-commencement Condition

3. **Vegetation Clearance** - No development shall take place until vegetation within the site has been cleared under an ecological watching brief, and a letter from a suitably qualified professional confirming when this has taken place has been submitted to and approved by the Local Planning Authority.

   Reason: In the interests of biodiversity, nature conservation and enhancement, in accordance with Dartford Development Policies Plan Policy DP25.

   Informative: KCC Ecology have confirm that as vegetation has only established since February 2023 (approx. 6 months) they are satisfied that it is unlikely that significant populations of protected species will have established on site. They have clarified that given vegetation has only recently established they are satisfied that details of the methodology to clear the vegetation does not need to be provided in advance providing clearance takes place under an ecological watching brief. They encourage clearance to be carried out as soon as possible (between April and September 2023 approx.) and recommend management is implemented to ensure the site remains as bare ground until construction works commence.

Prior to the Installation of Underground Services

4. **Services and Trees -** Notwithstanding the details shown on the approved plans, no installation of underground services shall be carried out until a detailed plan of underground services showing the relationship with trees within streets and open spaces, together with details of the final layout and spacing of trees in relation to street lighting, has been submitted to and approved in writing by the local planning authority. The submitted details shall demonstrate that no conflicts will arise between underground utilities and tree roots. Details and locations of root barriers and root cell crates shall be submitted where applicable, clearly demonstrating that trees have access to sufficient soil volumes. There shall be no overall reduction in the number of trees when compared with the approved landscaping plans. Any trees unable to be delivered in the position indicated on the approved plans shall be relocated in the first instance within the same street or public space, and only when this is not possible, should replacement trees be provided elsewhere on site.

   Reason: To ensure a satisfactory landscape quality and appearance within the development and to ensure that underground servicing will not result in conflict with landscaping design, in accordance with adopted Dartford Development Policy Plan policy DP2.

   Informative: Particular attention to tree planting to the southeast of flat block L, and within the narrow car park verges south of flat block N should be made to ensure soft landscape in these areas is either enlarged, or below ground root cells are provided to give these trees sufficient soil volume to establish.

Prior to Development Above Ground Floor Slab Level

5. **Noise Mitigations** – No development above ground floor slab level shall take place until details of the proposed noise mitigation strategy and measures to the properties fronting the Primary Street, that states the specifications of glazing, and ventilation for

each dwelling, in accordance with the Acoustic Assessment produced by Arup dated 28 February 2022, document reference 271568-01-Aac Rev R04, have been submitted to and approved in writing by the Local Planning Authority. Details should confirm that windows will remain openable and will not be fixed shut. The approved mitigation shall thereafter be installed prior to the first occupation of each affected dwelling.

Reason: In order to protect residential amenity of the future occupants from noise disturbance in accordance with Dartford Core Strategy Policy CS17, and to ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Dartford Development Policies Plan Policy DP7.

6. **Drawing updates** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until updated plans confirming the following details/changes have been submitted to and approved in writing by the Local Planning Authority;

    - An updated House Type Sykes – Bespoke - Floor Plans and Elevations (HT.SYKS-BES.pe Rev C), introducing additional detailing to the side elevation fronting the Secondary Street of Plot 292 comprising recessed Flemish bond brick detailing around the windows at the first-floor bathroom and window to the stairway.
    - An updated Dwelling Material Plan (DML.02 Rev D) which avoids the use of red-brick to plot 295.

    Reason: To ensure a high-quality design and detailing providing appropriate visual interest to a side elevation fronting the Secondary Street and to re-enforce the street scene along the eastern edge, resulting in the satisfactory appearance of the development in accordance with Dartford Development Policies Plan Policy DP2

7. **Detailed drawings** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until detailed drawings (at 1:20 scale) for the following have been submitted to and approved in writing by the Local Planning Authority:

    a. Details of each roof envelope including roof edges, parapets, copings, rooftop plant screening, and lift over runs etc
    b. Principal features on the facades for:
        - Dark coloured horizontal format cladding
        - Dark coloured vertical format cladding
        - Dark coloured cladding to windows
        - Window spandrels
        - Projecting window bay/surrounds
        - Brick built bays
        - Recessed and projecting entrance ways to apartments
    c. Detailed feature brick elements including mortar joint profiles for:
        - Flemish bond panel (recessed by 20mm from façade) with contrasting header bricks
        - Brick and a half soldier course (flush finish) and Brick and a half soldier course (protruding by 20mm from façade - Flat Block N) with standard/darker mortar.
        - Double soldier course (recessed by 20mm from façade) with standard/darker mortar (Flat Blocks L and M)

- 20mm double protruding/projecting rustication in light grey/white multi stock brick
- 20mm double protruding/projecting rustication in dark blue brick
- 20mmm Single protruding/projecting brick band
- Brick corbelling

d. Key junctions/bonds between materials/finishes, including the elevational location of all joints required for movement
e. Elevational location and details of all items which are fixed to the façades including, air vents, ventilation grills, flues and/or louvres extraction systems (e.g ASHP), rainwater pipes, lighting, bird & bat boxes, lighting, dry-riser inlet box, apartment signage, electricity meter cupboards, alarms including any provision for cable runs boxes
f. Details of all openings, including head, jamb and sill details, including profiles, for typical openings and all ground floor entrances and doors to balconies / terraces demonstrating level accessible thresholds.
g. All entrance canopies including fixing and soffit details
h. Details of all proposed balcony types, including plans, sections and elevations detailing structure, soffits, kickboards, downpipe drainage, balustrading (including laser cut patterned balcony panels to apartments L and M), floor finishes and terraces (to ground floor balconies), demonstrating level accessible thresholds
i. Details of how parking spaces will be demarcated in residential parking courtyards.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Dartford Development Policies Plan Policy DP2

Informatives: Laser cut balcony balustrading would ideally reference the chalk cliff character narrative e.g. referring to the chalk striations, the historic marks left by quarrying, or perhaps the microscopic pattern of chalk itself.
GRP front door canopies to be coordinated with surrounding brick course detailing and be no wider/deeper than the projecting dark blue/black double brick courses and be no wider than the brick course feature as indicated on approved drawing AD-01
Entrance canopies and projecting window bay/surrounds should be manufactured from GRP or aluminium panels.

8. **External materials** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until details of materials and products, including finishes, of external materials to be used on the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. These shall include (but are not limited to):

a. All façade and roof cladding materials
   - Light brick and light mortar
   - Dark blue brick with dark mortar
   - Red brick and natural mortar
   - Dark coloured horizontal format cladding panel
   - Dark coloured vertical format cladding panel

b. All brick and mortar types including brick bond, mortar colour and joint profile, copings and parapet capping, including feature brickwork elements (as listed under planning condition 7c)
c. Fenestration including window / door types (including finishes, glass types and any manifestation, depth of reveals), window cills and headers, spandrel

panels, including dark grey frames for the approved house types and black window frames for the apartment buildings.

d. All external doors (including garage doors)
e. Facing metalwork (including balustrades, balcony flat bar fins, powder coated aluminium panels, service doors, screens, gates)
f. All items which are fixed / integrated to the façade (eg fins/louvres, vent grilles, rainwater pipes, bird/bat boxes, canopies)
g. Soffits and canopy materials
h. Balcony and terrace floor finishes
i. Projecting window bay/surround

Samples of the above materials should be provided. Sample panels of facades shall be provided with details and sizes to be agreed with the Local Planning Authority in advance. The development shall be carried out in accordance with the approved details.

Reason: To secure high-quality design and detailing and to ensure that materials will make an acceptable contextual response, resulting in the satisfactory appearance of the development in accordance with Dartford Development Policies Plan Policy DP2

Informative: Balcony balustrading colouration to either match brickwork of the apartments (blue/black or white/grey) or justify a colouration which responds well to the chalk cliffs, e.g. rusty colours seen

9. **Landscaping details and updates** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until the following landscape details have been submitted to and approved in writing by the local planning authority:
    a. Detailed planting plans at 1:200 scale for the whole scheme including details of the numbers of all trees, hedges, shrubs and herbaceous species to be planted, together with a planting schedule providing individual species, sizes (heights, spread, pot size) and densities, and detailing plant supports. Details should move away from a reliance on planting mixes to plot frontages, including full details of the final arrangement of individual plant species and densities, ensuring a degree of individuality between plots. Details should include additional hedging around the incidental play and seating opposite plot 269 within the View Corridor; a review of the small planting verges with trees south east of flat block L, and within the narrow car park verges south of flat block N, and consideration for the intersections between refuse vehicle tracking and landscaped areas should be reviewed to ensure landscaping is appropriate and no trees are lost adjacent to plots 295 and 297; north of flat block K; within the parking court south of flat block N; and within the View Corridor opposite plot 267.
    b. Full planting specification to include ground preparation and planting supports for hedgerow planting and climbing species.
    c. Full details of all hard surfacing materials shall be submitted together with specification of edging and kerbs across the site.
    d. Detailed construction drawings should also be submitted for the following:
        - Raised community planters
        - Self-binding gravel paths, including a suitable edging
        - Paving banding and cycle path arrows within the View Corridor.
        - Flush kerbing to shared surface areas.
    e. A site wide levels plan should be submitted, covering all areas of open space and public realm, and to include both spot levels and gradients, in particular to

paths and areas of steeply sloping open space, ensuring all planting is deliverable.

f. Details of the position and finish of the 4 footpath/cycleways terminating to the south and eastern boundary. Details should confirm the termination of the footpath/cycleways will be located and finished to provide appropriate connections into the adjoining public open spaces.
g. Full specification details (including construction details) for all street furniture and play equipment should be submitted, which shall include heights and gradients of play mounds, full details of associated play surfacing, details of raised planters, seating (in particular the gabion wall seating in the south), signage, bollards (including collapsible bollards), external cycle racks and lighting fixtures, as well as details and locations of litter and recycling bins.
h. Full details of the materials and appearance of all boundary treatments should be submitted, including garden access gates with a minimum width of 1.2m, including full specification for low walls with railings; retaining walls, in particular within the open space opposite plots 285-288 where a detailed construction drawing is required. Consideration should be given to the use of gabion walling for retaining features in the public domain and within private gardens, and the incorporation of hedgehog highways and bee bricks across the site.
i. A revised set of General Arrangement Plans and Boundary Material Layout plans to regularise inconsistencies between these plans, updates should include an adjustment to the wall height adjacent to parking space L6, north of Flat Block L to provide a gradual reduction in height from 1.8m to 0.60m at the position of intersecting visibility splay.
j. A revised Landscape Management Plan to include greater detail on hand weeding, particularly within the wildflower meadow areas and within rain gardens.

The development shall be carried out in accordance with the approved details and thereafter maintained in accordance with the approved Landscape Management Plan at all times.

Reason: To ensure a satisfactory appearance to the development and ensure there are no conflicts between services and street furniture that would result in conflict with landscaping design in accordance with adopted Dartford Development Policies Plan Policy DP2, and in support of creating opportunities to incorporate biodiversity in and around new developments in accordance with paragraph 180 of the NPPF.

Informative: While red leafed feature trees have not been proposed in either RM1 or RM2, there is an opportunity to review and coordinate tree species along the View Corridor route through the final details secured by this condition and the live application for the discharge of Condition 5 (landscaping details) pursuant to reserved matter approval EDC/21/0104 which is currently under consideration (application reference EDC/23/0047) to better respond to the Alkerden Area Master Plan and Design Code requirement for a vibrant seasonal displays and red leafed trees for the View Corridor. Bee Bricks needs to be positioned in a warm, sunny, preferably south facing spot with nothing blocking the façade, ideally at least 1 metre from ground level with no upward limit. An indicative connection to the MUP in the west has been removed during the course of the application as Henley Camland (site wide developer) has confirmed that the connection here will not be feasible due to engineered land levels required for the adjacent drainage swale. The applicants have confirmed that they have the ambition to explore the

connection and will seek to discuss this further with Henley Camland as the plans for the MUP become formalised.

10. **ASHP** - No development above ground floor slab level shall take place until details of the location, technical specification, appearance and form of the air source heat pumps, as identified in the Energy Strategy by FES Group (July 2023), has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the air source heat pumps shall be installed prior to first use of the dwelling to which they relate and shall thereafter be retained in working order at all times.

    Reason: To ensure the sustainable development of the site in accordance with the aims of Policy CS23 and the Dartford Core Strategy and to protect the appearance of the site, in accordance with Dartford Development Policies Plan Policy DP2

11. **PV Panels** - No development above ground floor slab level shall take place until details of the location, technical specification, appearance and form of the solar photovoltaic panels, as identified in the Energy Strategy by FES Group (July 2023), has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the solar photovoltaic panels shall be installed prior to first use of the dwelling to which they relate and shall thereafter be retained in working order at all times.

    Reason: To ensure the sustainable development of the site in accordance with the aims of Policy CS23 and the Dartford Core Strategy and to protect the appearance of the site, in accordance with Dartford Development Policies Plan Policy DP2

12. **EVC** - No development above ground floor slab level shall take place until details of the proposed active electric vehicle charging points (comprising SMART sockets connected to the electrical supply system that vehicle owners can plug their vehicle into, with a minimum output rating of 7kW- Mode 3, AC) and passive electric vehicle charging provision (comprising provision of the network of cables and an associated power supply necessary to connect to future EV charging points) as detailed within the Transport and Waste Report produced by Arup (July 2023) have been submitted to, and approved in writing by, the Local Planning Authority. The details shall include arrangements for management and maintenance of the electric vehicle charging points that are located within communal car parking areas / privately maintained highway verges. The approved active and passive electric vehicle charging points shall thereafter be installed prior to first occupation of the dwelling or car park to which they relate and, unless otherwise agreed in writing by the Local Planning Authority, shall be retained at all times.

    Reason: In the interests of good design and sustainable travel, in accordance with adopted Dartford Development Policies Plan Policies DP1, DP4, and Dartford Parking Standards Supplementary Planning Document 2012.

    Informative: Approved models are shown on the Office for Low Emission Vehicles Homecharge Scheme approved chargepoint model list: https://www.gov.uk/government/publications/electricvehicle-homecharge-schemeapproved-chargepoint-model-list

13. **Ecological Enhancements** - Notwithstanding the details submitted with the application, no development above ground floor slab level shall take place until a proposal for ecological enhancements within the site has been submitted to and approved in writing by the Local Planning Authority. The proposal shall include:

- Detail of 12 bird boxes and 12 bat bricks and boxes to be incorporated across the site and within the buildings.
- Details of a green roof vegetated system covering at least 20% of the roof area of Flat blocks L, M and N, unless solar photovoltaic systems as approved in condition 11 above dictate otherwise. Should details for a green roof system which covers less than 20%, the application should be accompanied by a detailed justification demonstrating why 20% cannot be achieved and confirming that the application of green roof systems has been maximised alongside PVs.

The development shall be carried out in accordance with the approved details and shall be maintained thereafter.

Reason: In the interests of biodiversity, nature conservation and enhancement, in accordance with Dartford Core Strategy policy CS4 and Dartford Development Policies Plan Policy DP25.

Informative: The bio-diversity diversity action plan approved pursuant to the outline planning permission stipulates bat roost features are to be included within the buildings, therefore a proportion of the bat bricks should be integral to the built form, e.g. a bat brick. A range of bird boxes should be reviewed and installed to benefit as many species as possible. These could include sparrow terrace boxes, swift boxes or bricks, open fronted and hole nest boxes. The location of bat and bird boxes should be adjacent to open spaces, away from busier roads and lighting. Bird and bats have different environmental requirements so should not be found next to each other - birds prefer largely north facing and bats prefer south to east facing. The applicant should therefore review final bat and bird roost features with an ecologist to ensure optimum locations for bird and bat roost features are secured. EDC officers acknowledge that the extent of green roof coverage will not be known until the specification and extent of the coverage for solar photovoltaic (PV) for the apartment roofs has been established.

14. **Lighting** – Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until a detailed lighting scheme to streets, open space, and parking courts, including security lighting, bollard lighting and the illumination of the buildings at night, has been submitted to and approved in writing by the Local Planning Authority.

    The scheme shall include:

    a. functions of proposed lighting and the uses it supports (e.g. for recreation facilities)
    b. a lux plan showing all proposed lighting (adoptable, non-adoptable, bollard, combined lighting)
    c. details of time limits on lighting and hours of operation
    d. details of how the lighting scheme will mitigate any potential biodiversity impacts arising from the installation or operation of the proposed lighting (particularly in relation to bat brick and boxes being brought forward as part of the development)
    e. details of fixtures, any supporting structures and systems of control such as timers and sensors including surface finish and colour
    f. details on colour temperature of the lighting and the associated public realm surfaces including reflectivity and glare

The development shall be carried out in accordance with the approved plans and implemented prior to first use of the area to which they relate and shall thereafter be retained at all times.

Reason: To ensure a satisfactory appearance to the development and secure an appropriate level of lighting which will conserve and enhance the amenity of residents, neighbours and wildlife habitats in accordance with adopted Dartford Development Policies Plan Policies DP2 and DP25.

Informative - Details should regularise discrepancy between Proposed Adoptable Lighting Layout and Adoptable Column Schedule, include details of bollard lighting in terms of the classification of road lighting and contribution towards the illuminance calculations of the roads can be confirmed, and should demonstrate that lighting on the surface of bat roost features would be below 1 lux. It has been identified by KCC Highways and Transportation that roads to be offered for KCC highways adoption should be illuminated to P4 lighting class (P5 is acceptable for footpaths) and all proposed equipment should be to KCC requirements

15. **Cycle storage** – Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until details of internal and external cycle storage has been submitted to and approved in writing by the Local Planning Authority.

    The details shall confirm compliance with the Sustainable Travel Strategy requirements for cycle storage, including:

    - A storage capacity to accommodate a minimum of 1 adult bicycle per bedroom within a dwelling
    - Doors secured by mortice locks and not padlocks.
    - Shed cycle storage comprising tongue and groove construction, with minimum 18mm thickness, securely fixed to a concrete foundation and ground anchors provided.
    - At least 1m2 storage space must be provided within the shed, for garden equipment etc, in addition to that provided for cycle parking.
    - Where more than two bicycle spaces are required, the scheme should include either a 'Sheffield' stand or wall bars to provide a secure fixing point.

    The cycle storage facilities as shown on the approved plans, shall be constructed, furnished and made available for use prior to the relevant dwelling first being occupied. Cycle storage for all houses shall be provided within rear gardens, and not within garages. These cycle storage areas shall thereafter be retained and kept available for use by the residents at all times.

    Reason: In order to encourage sustainable travel, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4, and the Ebbsfleet Sustainable Travel Strategy.

<u>Prior to First Use/Occupation</u>

16. **Water efficiency** – No dwelling shall be occupied until the water efficiency measures to achieve the water usage of 105 litres per person per day as identified in the Energy Strategy by FES Group (July 2023) has first been installed and thereafter such measures shall be retained in perpetuity.

Reason: In the interests of sustainability in accordance with policy DP11 of the Dartford Development Policies Plan.

17. **Parking** - The dwellings hereby approved shall not be occupied until the areas shown on the approved layout as vehicle parking spaces / have been provided, surfaced and drained. The spaces identified as parking for, visitors, and unallocated on the approved Parking Plan shall be kept available at all times as unallocated parking. Thereafter, no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the area of land reserved for vehicle parking or in such a position as to preclude its use for vehicle parking.

    Reason: In the interests of highway safety in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4

18. **Visibility Splays** - No junction or access shall be brought into use until the relevant vehicle and pedestrian visibility splays as set out in the approved Transport and Waste Note - 4th Issue (July 2023) have first been provided. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any provision equivalent to that Order revoking and re-enacting that Order, the splays shall be kept clear of obstructions over 0.6m in height for the pedestrian splays and 1.05m in height respectively and maintained as such at all times.

    Reason: In the interests of highway and pedestrian safety, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4.

19. **Vehicle loading/unloading and turning** - Vehicle loading/unloading and turning as set out in the approved Transport and Waste Note - 4th Issue (July 2023) shall be provided prior to the relevant junction or access being first brought into use. Thereafter, no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the area of land reserved for Vehicle loading/unloading and turning or in such a position as to preclude its use for Vehicle loading/unloading and turning.

    Reason: In the interests of highway and pedestrian safety, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4.

Compliance

20. **M4(2)** - The dwellings associated with plots 228, 268, 269, 270, 271, 273, 283, 285, 286, 287, 287, 288, 289, 290, 293, 294, 299, 300, 305, 306, 307 and 308 and all flats in the development hereby approved (as identified in drawing number M42P.02 Rev E), shall be designed and constructed in accordance with Building Regulations Part M4(2) - Accessible and Adaptable Dwellings.

    Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with Dartford Development Policies Plan Policy DP8.

INFORMATIVES:

1. ADDITIONAL DOCUMENTS

The following documents have been considered in the assessment of this planning application:

Planning Statements –

- Application Form
- Knight Frank Covering Letter (Dated 28.02.23)
- Knight Frank Planning Statement (Dated 28.02.23)
- DAS01 - Design and Access Statement (March 2023)
- Knight Frank Letter (Dated 24.04.23) Re. SAMMS Tariff payment
- Knight Frank Letter (Dated 12.05.23) Re. off site housing contribution
- Knight Frank Letter (Dated 25.05.23) Re. response to landscaping comments
- Knight Frank Filenote (Dated 26.05.23) Re. design and architecture amendments
- Knight Frank Filenote (Dated 26.05.2023) Re. Updated drawing list

Email Correspondence –

- Knight Frank email (Dated 22.05.2023) RE. RESPONSE TO HIGHWAYS & RSA
- Knight Frank email (Dated 22.05.2023 RE. RESPONSE TO NOISE
- Knight Frank email (Dated 23.05.2023) RE. LOCAL EMPLOYMENT INITIATIVE

Schedules –

- *SL.02 Rev E - Accommodation Schedule*
- *SL.02 -NDSS Rev E - NDSS Compliance Schedule*

CGI Views –

- CGI-01 Rev C - Southern Tip - CGI view 01 - Day - JPEG
- CGI-02 Rev B - View Corridor - CGI view 02 - Day - JPEG
- CGI-03 Rev B - Southern Tip - CGI view 03 - Day - JPEG
- CGI-04 Rev C - Southern Tip - CGI view 04 - Dusk - JPEG
- CGI-05 Rev C - Western Edge South - CGI view 05 - Day - JPEG
- CGI-06 Rev C - Western Edge North CGI view 06 - Day - JPEG
- CGI-07 Rev B - Eastern Edge North CGI view 07 - Day - JPEG
- CGI-08 Rev A - Eastern Edge Park CGI view 08 - Day - JPEG

2. SIGNAGE

It is acknowledged indicative details of the position of signage has been provided on the approved plans. The applicant is advised that full details of signage will need to be considered under the Advertisement Regulations and a separate application submitted, as necessary.

3. STAGE 3 ROAD SAFETY AUDIT (RSA)

Kent County Council Highways and Transportation have advised that the submitted RSA highlighted trees and visitor car parking bays within the visibility splays. While this has been accepted given the Designer's Response, should the Stage 3 RSA raise these as an issue and there is crash data reviewed before adoption of this route then the spaces may need to be amended in due course at a cost to the developer. Subsequent amendments to the planning permission may be required in this instance.

4. OUTLINE PLANNING PERMISSION

The applicant is reminded that this decision is an approval of reserved matters pursuant to an outline planning permission and that the conditions attached to the outline planning permission also have to be complied with.

5. BUILDING REGULATIONS AND OTHER CONSENTS

This decision DOES NOT imply any consent, which may be required under the Building Regulations or under any other enactment or provision. Nor does it override any private rights which any person may have relating to the land affected by this decision, including the provisions of the Party Wall etc. Act 1996.

6. NAMING AND NUMBERING
Your attention is drawn to the need to contact Dartford Borough Council's Street Naming and Numbering Officer in order to have the new properties formally addressed.

7. LANDSCAPING
The applicant is reminded that all planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented in accordance with the approved details and in accordance with the timing as set out in condition 64 of outline permission EDC/17/0048.

8. STRATEGIC ACCESS MANAGEMENT AND MONITORING STRATEGY (SAMMS)
The applicant is reminded that payment of the SAMMS contribution must be paid prior to commencement of the development herby permitted, as required by the S106 Agreement under the outline consent.

9. PERMITTED DEVELOPMENT RIGHTS
The applicant is reminded that the outline consent for Eastern Quarry removes permitted development rights for alterations to dwellings. The garage/car ports set out in the approved plans must be maintained with no enclosure to the rear elevations without prior permission and future residents should be advised of this.

10. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION
It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.
Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries.
The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Please note: Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

11. POSITIVE AND CREATIVE APPROACH TO DECISION-TAKING
In accordance with paragraph 38 of the National Planning Policy Framework, Ebbsfleet Development Corporation, as local planning authority, has approached the proposed development in a positive and creative way, focusing on finding solutions:

- The applicant/agent was provided with pre-application advice;

- The applicant/agent was advised of planning issues during the processing of the application and additional information has been submitted to address these;
- The application was determined within the relevant timescales in accordance with an extension of time agreement.

1.0 SITE CONTEXT AND PROPOSAL

Background

1.1 The application site is formed of an area of brownfield land situated within the Eastern Quarry (EQ) strategic development site in Ebbsfleet Garden City.

1.2 EQ, which measures some 270ha in area, is bounded by the A2 to the south, the B255 and Bluewater shopping centre to the west, and Alkerden Lane and the settlements of Greenhithe and Swanscombe to the north. Outside the boundary of EQ, the Northfleet West Sub Station site (known as Ebbsfleet Green) is under construction by Redrow to the southwest.

1.3 Outline planning permission was granted for EQ in 2007 for up to 6,250 dwellings together with 33% associated open space and up to 231,000 square metres of built floorspace for business premises; education community & social facilities; hotels; theatre; supporting retail and leisure facilities. All matters were reserved for later consideration. The outline consent was varied in 2013 to allow for a change in land disposition across the Site. A second variation to the outline approval was granted in March 2018 to allow alterations to parameter plans reflecting an update in land levels and land use disposition.

1.4 The masterplan for EQ takes the form of three connected villages. The first village to come forward is Castle Hill to the east. Except for some small parcels of land, detailed consent has been granted across Castle Hill for 1,610 dwellings and is nearing completion. The focus for development now turns to the central and western villages. Details have been approved for a total of 516 dwellings in Ashmere village to the west through a joint venture between Countryside and Clarion Housing, with occupations in Phase 1 and construction progressing on Phase 2. The central Alkerden village, which forms the commercial and community heart of EQ, has permission for an education campus anticipated to be operational in 2025, and the first phase of Alkerden Market Centre comprising a mixed-use development including a supermarket, café, children's nursery, gym/leisure space and neighbourhood green has been approved this year. Detailed approval has also been given for 697 dwellings across Alkerden with construction commencing with Bellway (Parcel 5a) and Westerhill Homes custom build units (Parcel 7) in Alkerden north. In Alkerden South, Redrow has commenced its first phase (RM1) with 3no. high quality show homes due to launch this summer. In total there are approximately 1,644 completions across EQ at this time.

Application Site

1.5 The application site is located in the south of Alkerden village and stands some 250-420m south-east of the Market Centre, a short walk from the Fastrack corridor and the Education Campus.

1.6 The Site forms an irregular shape, measuring 2.36ha in size and forms part of a wider Redrow landholding of 10.43ha within Alkerden South. The Site will be bound

to the north by the southern Primary Street (EDC/21/0164) which includes segregated cycleway and footway, to the east by the Greenzone and swale (EDC/17/0071); to the south by parkland including Castle Hill lake (EDC/17/0164); to the southwest by the major urban park (MUP); and to the north-west by the secondary street which was approved as part of RM1, Redrow's 1st phase (EDC/21/0104). Beyond the Site's immediate boundaries to the east, across the green zone and swale, is Castle Hill which is nearing completion. To the west, beyond the major urban park, future phases of Ashmere are planned. Future Redrow development parcels (RM3 and RM4) are situated to the north, beyond the primary street.

1.7 Former quarrying activity at EQ has created a dramatic landscape with steep chalk cliffs around the perimeter. Much of the former quarry has been backfilled with Thanet sand over the worked chalk but there are still considerable land level differences between the quarry floor and the Site's surrounding areas. Earthworks for Alkerden have previously been approved under a separate planning application for advance infrastructure and these works have been undertaken at the Site to form the development platform. As such, the Site currently consists of an undeveloped parcel of land which slopes from north to south with a level change of approximately 20m at present.

1.8 The Site is in a highly sustainable location, close to Alkerden Market Centre, providing the principal commercial and community services for residents, including the approved education campus featuring primary and secondary schools with dual-use sports facilities. Future residents will be well-connected to the Fastrack corridor as well as the wider road and cycling network and will be well served by the varied public open spaces which adjoin the application site to the east, south and west.

Proposal

1.9 The application seeks approval for all reserved matters (access, appearance, layout, scale, and landscaping) pursuant to the extant outline permission for EQ for the construction of 91 dwellings, together with associated infrastructure, including roads and surface water attenuation.

1.10 Redrow Homes has a total landholding within Alkerden South of 10.34ha which is made up of 2no. land parcels, a square-shaped parcel adjacent to Fastrack and a southern 'triangle' to the south of the southern primary distributor road. The parcels have then been split into smaller land parcels for the purposes of submission of the Reserved Matters applications (RMA). This application forms the second RM parcel (RM2) to be brought forward and would complete development of the southern 'triangle'.

1.11 The proposed development comprises a mix of apartments and houses as follows:

Table 1: Accommodation Schedule

Dwelling Size	Apartments	Houses	TOTAL
1-bed	10	-	10
2-bed	27	-	27
3-bed	-	12	12
4-bed	-	42	42
TOTAL	**37**	**54**	**91**

1.12 The proposed development includes 5no. 3-4 storey apartment buildings predominately located in the south of the parcel, with 1no. positioned in the north-eastern corner of the Site. The remainder of the development comprises medium density 2-3 storey housing fronting several different street typologies ranging in formality and orientated at the edges of the development to look out onto the adjoining public open spaces. The proposals also incorporate several incidental open spaces to the southern tip and eastern edge which provide informal pocket parks and public amenity space linking to the adjoining open spaces beyond the Site.

1.13 The outline planning permission for EQ requires the provision of 25% affordable housing on site and 5% off-site via a commuted sum. It is the applicant's intention to spread the affordable housing requirement across the whole of the Redrow landholding. As such, the total number of dwellings proposed as affordable housing in this phase is 4no. These units will be 100% affordable rent.

1.14 Pursuant to condition 25 of the outline permission for EQ, which requires the submission of details to be provided with any RMA, details of the following sections in relation to the condition have been provided in the submission and will be discussed in the appraisal section below:

a) Updated area plan
b) Landscaping
c) Materials
d) Street lighting and furniture
e) Boundary treatment
f) Surface finishes and hard landscaping
h) External lighting (not street lighting)
j) Cycle Parking
l) Signage and interpretation

1.15 The schedule of open spaces as required by part g) of Condition 25 lies outside the red line boundary of the application site, being delivered to the west in the form of the Major Urban Park. A strategy for Public Art has been identified in the AMP for Alkerden including potential locations which lie outside this parcel. Details relating to public art as required by part i) of condition 25 is therefore not relevant to this application. In addition, details relating to part k) television receivers; and part m) layout of community buildings are also not relevant to this application.

1.16 In accordance with condition 28, a noise assessment has been submitted to support the RMA.

1.17 Condition 29 of the outline permission requires the submission of details of any telecommunication masts proposed relating to the area they are located within, so far as possible. Installation of telecoms equipment is to be delivered by the Sitewide landowner (Henley Camland). None are proposed in this area.

2.0 RELEVANT PLANNING HISTORY

High Level Permissions

2.1 DA/03/1134/OUT — Outline permission for a mixed development comprising up to 6,250 dwellings and up to 231,000sq metres of built floorspace for: business premises; education;

		community & social facilities; hotels; theatre; & supporting retail & leisure facilities & associated works. Approved 13.11.07
2.2	DA/12/01451/EQVAR	S73 application for the variation of conditions of DA/03/1134/OUT to reflect a revised disposition of land uses across the Site. Approved 18.01.13
2.3	EDC/17/0048	S73 application for the variation of conditions of DA/12/01451/EQVAR relating to parameter plans and strategies. Approved 28.03.18

Discharge of Outline Conditions

2.4	EDC/18/0065	Application for approval of condition 10 attached to outline planning permission reference no. EDC/17/0048 relating to the Site Wide Master Plan. Approved 19.12.18
2.5	EDC/19/0006	Application for the Discharge of Condition 11 attached to the planning permission reference no. EDC/17/0048 relating to the submission of a Waste Management Plan. Approved 21.03.19
2.6	EDC/19/0035	Application for the discharge of condition 12 attached to planning permission reference no. EDC/17/0048 relating to the Water Management Plan. Approved 14.06.19
2.7	EDC/18/0091	Application for approval of condition 14 (a-b) pursuant to outline planning permission reference no. EDC/17/0048 relating to an archaeological field evaluation report, written timetable and safeguarding measures. Approved 18.06.19
2.8	EDC/17/0132	Application for approval of condition 15 attached to planning permission reference no. EDC/17/0048 relating to the Bio-Diversity Action Plan (BAP) implementation programme. Approved 20.12.18
2.9	EDC/19/0027	Application for the discharge of condition 16 attached to planning permission reference no. EDC/17/0048 relating to the submission of the utilities Framework. Approved 31.05.19.
2.10	EDC/19/0114	Application for the discharge of conditions 23 and 24 attached to planning permission reference no. EDC/17/0048 relating to the Sustainable Construction Code and Water Conservation Plan. Approved 15.11.19

2.11	EDC/20/0070	Application for the discharge of conditions 19 and 20 attached to planning permission reference no. EDC/17/0048 relating to the submission of an Area Masterplan and Area Design Code for the Alkerden Area. Approved 22.11.21.
2.12	EDC/22/0008	Discharge of condition 19 (area master plan) pursuant to outline planning permission EDC/17/0048 (update in relation to the Alkerden Market Centre). Approved 08.03.23.

Other Applications

2.13	EDC/18/0086	Reserved Matters Application pursuant to Conditions 2 and 18 of planning permission reference no. EDC/17/0048 relating to advanced infrastructure works in the form of land forming and earthworks within the Central and Western villages (excluding Alkerden Farm). Approved 06.03.19
2.14	EDC/19/0004	Housing Implementation Strategy pursuant to S106 attached to outline planning permission EDC/17/0048. Approved 31.05.19.

3.0 PUBLICITY

3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) Weekly List and advertised as comprising major development on site via 3no. notices and via publication in a local newspaper.

3.2 Site notice expiry date: 11 April 2023

3.3 Press notice expiry date: 13 April 2023

3.4 No letters of representation have been received.

4.0 CONSULTATION RESPONSES

4.1 The following organisations have been consulted on the application and the following responses have been received and are summarised below:

4.2 Dartford Borough Council (DBC)

Received 11.05.23 – NO OBJECTION

- Parking assessment does not provide full parking provision and should manage overspill.
- Environmental Health Officers (EHO) comments in respect of noise and amenity accepts the target guidance and the aims for window specifications set out in submitted noise report. They note that garden boundary treatment to affected properties should provide an appropriate acoustic barrier and winter gardens should be considered for relevant balconies. Overall, they concur with the report findings that the existing noise levels are not sufficient to prohibit the

development, but recommends a post-completion survey is secured by condition to determine whether the required standards had been met.

EDC Officer Comments: Matters of parking are discussed within the appraisal section of this report, concluding that parking provision is acceptable and in general accordance with the Parking Management Plan (PMP) and Sustainable Travel Strategy (STS). KCC Highways has also been consulted on parking and highways and raises no objection. Matters of amenity in respect of noise are discussed below in the appraisal section of this report. Separate consultation has been carried out with an acoustic consultant commissioned by the EDC to consider noise elements of the proposals which confirms that adequate mitigation can be achieved. The submission of a detailed mitigation strategy that states the specifications of glazing and ventilation for each plot is to be secured by condition 5, which is comparable to the approach taken on RM1. The rear and side boundaries to the 8 properties (plots 301-308) fronting the primary street have been amended from a close board fencing to a brick-built construction, satisfying the EHO's recommendation boundaries should be acoustically reflective, Winter gardens are not being proposed for the apartment balconies given all apartments are dual aspect with openable windows to habitable rooms on relatively quieter façade, and all properties have excellent access to a network of extensive public open space directly adjoining the apartment building. While no formal comments from DBC were received in respect of affordable housing, following amendments to provide larger family sized units for affordable rent, DBC's Housing Development and Policy Manager confirmed via email that they were happy with the proposals and satisfied with the housing mix.

4.3 Kent County Council (KCC) Highways:

Received 30.03.23 – FURTHER INFORMATION REQUIRED

- Requires clarification on roads to be offered for adoption.
- Street lighting design does not appear to be submitted and needs to be reviewed.
- Road Safety Audit (RSA) and Designer's Response should be submitted as part of current submission.
- Identifies a number of visitor car parking spaces within visibility splays which should be reviewed through the RSA.
- The layout of the view corridor/ tertiary street does have visibility splays which fall to the opposite side of the carriageway and there are building lines which do not allow for visibility to be provided to the nearside edge of the carriageway. If this is to be adopted this will need to be reconsidered.

Received 08.06.2023 – RECOMMENDATIONS & COMMENTS

- The 1.8 metre brick walls adjacent to Plot 301 and car parking spaces L1 and M1 should be reduced or set back to allow for increased visibility. Similarly, the northern ground floor balcony of Flat Block K should be adjusted as it currently blocks the visibility splay.
- The RSA has highlighted visitor car parking bays and trees within the visibility splays, although the Designer's Response in regard to this is accepted. However, if the Stage 3 audit raises this as an issue and there is crash data reviewed before adoption of this route then the spaces may need to be amended in due course at a cost to the developer.
- The tracking provided does show the refuse vehicle and fire tender serving the streets. It is noted that swept paths for refuse vehicles overhang landscaping and some car parking areas, which cannot be avoided in narrow type streets.
- The car parking is provided broadly in line to local standards.

- Car club spaces are provided within Phase 1, and it is proposed to be reviewed if further vehicles are to be required. Although this is welcomed the car club spaces will need to be amended if additional spaces are required, this could cause friction for visitors in the future if visitor spaces are removed to provide car club spaces. This should be considered and dealt with sensitively; any changes to the Traffic Regulation Orders could be required depending on the time scales for any change.
- It should be noted that KCC's will not maintain any EV charge points.
- The cycle storage provided is in line with the standards.
- The bin collection points and drag distances adhere to manual for streets (MfS) standards.
- KCC's Streetlighting Team note the minimum they will accept on a road is a P4 lighting class, P5 is acceptable for footpaths. So, this will need to be redesigned to a P4 to be to adoptable standard. All proposed equipment is to KCC requirements.
- Recommends KCC standard informative is included

Received 17.07.23 – RECOMMENDATIONS & COMMENTS

- Amendments to the boundary treatment plan to remove obstructions within the visibility splays are is welcomed and there is now no highway safety reason to object to the proposals
- Discrepancy between the street lighting approvals for the Redrow phases are acknowledged and should be discussed further through the Section 38 process and Technical Audit Process for the roads which are to be adopted.
- Recommends planning conditions securing the following details submitted within the Transport and Waste Report dated July 2023 for:
    - Provision and permanent retention of the vehicle parking spaces shown on the submitted plans prior to the use of the site commencing.
    - Provision and permanent retention of the vehicle loading/unloading and turning facilities shown on the submitted plans prior to the use of the site commencing.
    - Provision and permanent retention of the cycle parking facilities shown on the submitted plans prior to the use of the site commencing.
    - Provision and maintenance of the visibility splays shown on the submitted plans, prior to the use of the site commencing.

EDC Officer Comments: Comments made in respect of the Stage 3 RSA are to be communicated to the applicants by way of a planning informative. In respect of refuse vehicles overhang areas of landscaping the applicants have noted the planting strategy has considered this and comprises low-level planting in these areas. An evaluation of the implications for landscaping will be discussed within the appraisal section of this report. EDC officers also note that manoeuvrability is shown for the largest available refuse trucks, which is considerably larger than locally used refuse vehicles therefore adequate turning and manoeuvring space is considered to be available for operating refuse vehicles. In respect of adoptable street lighting the applicant has queried KCC requirements for lighting to be redesigned to a P4 lighting class considering this differs from approvals achieved on RM1. The Applicants preference is to maintain a consistent approach across RM1 and RM2 agreeing that further lighting details should be agreed via a planning condition. Planning conditions securing the provision of vehicle parking spaces, vehicle loading/unloading and turning, cycle parking, and visibility splays are included.

4.4 KCC Ecology

Received 05.04.23 – CLARIFICATION & ADDITIONAL INFO REQUIRED

- Confirm date of ecological walkover survey
- Satisfied that native and wildlife friendly planting has been incorporated into the planting plan with 25% native trees and shrubs and 25% ornamental species (wildlife friendly), and the remainder being ornamental tree and shrub species.
- This RMA parcel is 2.36 hectares (5.83 acres) in size. As with RM1, we are looking for 5 bird and 5 bat boxes per hectare, equating to 12 bird and 12 bat boxes for the Site. Type bat and bird boxes to be reviewed to include integrated boxes rather than external boxes. The location of bat and bird boxes to be reviewed. These should be adjancent to open spaces, away from busier roads and lighting. Bird and bats have different environmental requirements so should not be found next to each other - birds prefer largely north facing and bats prefer south to east facing. It's our view that the applicant did not seek their ecologists view on the optimum locations of the bird and bat boxes.

Received 21.06.23 – NO OBJECTION SUBJECT TO CONDITIONS

- An updated report has confirmed that the survey was carried out in 2023. The submitted report has detailed that in February 2023 the Site had been cleared of all vegetation (following appropriate mitigation) and a construction platform was being created. Subject to the planning officer being satisfied the Site continues to be a unvegetated construction platform we are satisfied that no further ecological information is required, and the works are unlikely to result in a breach of wildlife legislation.
- Recommend that the plans are updated, or planning conditions secure the following:
    - The number of bird and bat features to be installed to the quantity required as part of C15 (17/0048). The locations informed by discussions with the applicant's ecologist.
    - Integrated bat and bird features are used rather than boxes.
    - The features are installed in buildings which are adjacent to areas of

Received 05.07.23 – NO OBJECTION SUBJECT TO CONDITIONS

- Following confirmation that construction platform has revegetated, it is possible that the Site is being used by protected/notable species (including breeding birds). However, as the vegetation has only established in the last 6 months, we are satisfied that it is unlikely that significant populations of protected species will have established on site and the vegetation can be cleared under an ecological watching brief to ensure the works avoid a breach of wildlife legislation. We advise that that the vegetation clearance is carried out between April and September (approx.) to ensure that hibernating species are not present within the Site (although we acknowledge that this is unlikely due the creation of the construction platform). We recommend that the following condition is included if planning permission is granted: *Prior to works commencing the vegetation within the Site must be cleared under an ecological watching brief. No works can be carried out within the Site until the Site has been released by an ecologist.*
- As the vegetation has only established in the last 6 months, we are satisfied that details of the methodology to clear the vegetation does not need to be provided. We would encourage the vegetation clearance to be carried out as soon as possible and management implemented to ensure the Site remains as bare ground until construction works commence.

EDC Officer Comment: These comments are discussed within the appraisal section. Condition 3 has been recommended to ensure the necessary pre-commencement clearance of vegetation takes place and condition 13 has been recommended to ensure suitable ecological enhancements are made.

4.5 Kent Fire & Rescue

Received 31.03.23 - NO OBJECTION

- The Watch Manager Fire Engineering Team has confirmed that in their opinion the emergency access requirements for the Fire and Rescue Service under the above Act appear to have been met. They further note that fire service access and facility provisions are a requirement under B5 of the Building Regulations 2010, and that the relevant building control body has a statutory obligation to consult with the Fire and Rescue Service at that stage.

This opinion was maintained following reconsultation in June.

4.6 KCC Lead Local Flood Authority

Received 11.04.23 - NO OBJECTION

- Having reviewed the submitted information the Sustainable Drainage Team Leader confirmed no objection to the determination of this application

This opinion was maintained following reconsultation in June.

4.7 Natural England (NE)

Received 03.05.2023 – NO OBJECTIONS

- Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes (inc. SSSI) and has no objection to the proposals.

Received 08.06.2023 - NO OBJECTION

- NE acknowledges the EDC, as the competent authority, has undertaken an appropriate assessment (AA) of the proposal in accordance with regulation 63 of the Conservation of Species and Habitats Regulations 2017 (as amended). Having considered the AA, and the measures proposed to mitigate for all identified adverse effects that could potentially occur because of the proposal, NE advises that they concur with the AA conclusions, providing that all mitigation measures are appropriately secured in any planning permission given.

EDC Officer Comments: Matters of European Habitat protection are discussed within the appraisal section of the report under the heading Habitats Regulation Assessment. Payment to the Strategic Access Management and Monitoring Scheme (SAMMS) has been established under the outline consent, ensuring that the proposed development is suitably mitigated. There is a negative restriction on the commencement of development until this contribution is paid.

4.8 Southern Water

Received 10.04.23 - NO OBJECTION

- The sewers services at this location are the responsibility of IWNL There is an inset agreement/NAV agreement in place between Southern Water and IWNL for the supply of sewerage services. The connection/ discharge points to the public

network and agreed discharge flow rates must be complied with inset/NAV agreements terms.

No change was made to these comments following reconsultation in June.

4.9 Thames Water

Received 22.03.23 - NO COMMENTS

- Having reviewed the details, Thames water confirmed they have no comments to make at this time.

No response has been received following reconsultation in June.

4.10 Designing Out Crime Officer (DOCO)

Received 30.03.2023 – NO OBJECTION

- Comments recommend the applicants/agents consult a DOCO to help design out opportunity for crime, fear of crime, Anti-Social Behaviour (ASB), nuisance and conflict, and the applicant attain a Secure by Design (SBD) certification to show commitment to crime prevention and community safety.
- Recommends the applicant/agent demonstrates the seven attributes of Crime Prevention Through Environmental Design (CPTED) when applicable, being: Access and Movement: Structure: Surveillance: Ownership: Physical Security: Activity: Management and Maintenance:
- Recommends using products such as doorsets, windows, CCTV, boundary and perimeter treatment, from the list of products that have been awarded the 'Police Preferred Specification' status
- Site security is required for the construction phase.

EDC Officer Comment: These comments have been communicated to the applicant who have confirmed that Redrow have not consulted a DOCO and they do not intend to seek SBD certification. They also note that Building Regulations Approved Document Q (Security – Dwellings) covers security requirements in relation to doors, easily accessible windows, etc. Many of the points raised will be for consideration by the developer outside of the planning process. Points relevant to planning are discussed as part of the appraisal of the application. A Code of Construction Practice was approved by the OPP and updated under application ref. EDC/19/0112 pursuant to condition 35 of the OPP. This document secures details in respect of site security during the construction phase, confirming security will be predominately managed by fencing and gates, and manned by a security guard during normal working hours, with overall security for EQ will be maintained by the Site Wide Owner (Henley Camland), and each construction phase will be responsibility of the site Contractor.

4.11 The following local councillors were consulted on the application but provided no comments - Cllrs S Gosine, R Gosine, D Nicklin.

5.0 PLANNING POLICY

5.1 National Policy & Guidance

National Planning Policy Framework July 2021 (NPPF)
National Planning Practice Guidance (NPPG)
National Design Guide
Building for a Healthy Life 2020

5.2 Development Plan

Dartford Borough Council – Core Strategy (2011):

CS1 - Spatial Pattern of Development
CS4 - Ebbsfleet to Stone Priority Area
CS5 - Ebbsfleet Valley Strategic Site
CS10 - Housing Provision
CS11 - Housing Delivery
CS15 - Managing Transport Demand
CS17 - Design of Homes
CS18 - Housing Mix
CS19 - Affordable Housing
CS23 - Minimising Carbon Emissions
CS24 - Flood Risk
CS25 - Water Management

Dartford Development Policies Plan (DDPP) (Adopted July 2017):

DP1 - Sustainable Development
DP2 - Good Design
DP3 - Transport Impacts
DP4 - Transport Access and Design
DP5 - Environmental and Amenity Protection
DP8 - Residential Space and Design in New Development
DP9 - Local Housing Needs
DP11 - Sustainable Technology and Construction
DP25 - Nature Conservation and Enhancement

Emerging Policy - Dartford Pre-Submission (Publication) Local Plan (2021):

S1 - Borough Spatial Strategy
S2 - Infrastructure Planning Strategy
S3 - Climate Change development Strategy
S4 - Borough Development Levels
E1 - Ebbsfleet Garden City Strategy
E2 - Ebbsfleet Garden City Principles
E5 - Ebbsfleet South and West Area
M1 - Good Design in Dartford
M2 - Environmental and Amenity Protection
M3 - Sustainable Technology, Construction and Performance
M4 - Flood Risk and Riverside Design
M7 - Affordable Housing Mix
M8 - Housing Mix
M10 - Residential Amenity Space
M15 - Biodiversity and Landscape Management
M17 - Active Travel, Access and Parking

5.3 Dartford Borough Council submitted for examination the Pre-Submission (Publication) Dartford Local Plan on 13 December 2021. With subsequent progression through its examination in public, though both legal compliance and soundness stages, emerging policies clearly represent a material consideration in the determination of planning applications. The last (Stage 2) examination hearing day was held 30 November 2022. NPPF paragraph 48 advises weight may be given to relevant policies in an emerging plan according to the stage of plan preparation, extent of unresolved objections to relevant policies, and degree of consistency with the NPPF. Dartford Borough Council considers the plan now very well advanced, albeit the examination has not yet concluded. In terms of policy objections, the following policies have consistently lacked unresolved soundness objections and Dartford Borough Council regards all these policies as demonstrably consistent with the NPPF. Dartford Borough Council considers applicable policies including the

following may be material considerations afforded greater weight: S3, D1, D2, D3, D7, E3, M5, M6, M11, M13 & M16. EDC officers agree with this assessment.

5.4 Other Guidance

Ebbsfleet Implementation Framework 2017
Design for Ebbsfleet Guide
Ebbsfleet Public Realm Strategy (EPRS)
Sustainable Travel Strategy (STS)
Alkerden Area Master Plan and Design Code (AMP/DC)
Alkerden Parking Management Plan (PMP)
Professional Practice Guidance on Planning & Noise New Residential Development May 2017 (ProPG)

6.0 PLANNING APPRAISAL

6.1 The main issues to be considered in connection with this proposal are the principle of development, each of the Reserved Matters (access, appearance, landscaping, layout and scale), highways matters, lighting, housing standards including amenity, affordable housing delivery, parking and cycle provision, sustainability and ecology. Intrinsic to the assessment of these issues is whether the proposal complies with local and national policy and the overarching aims of the suite of documents secured under the outline permission, notably the AMP/DC.

Principle of Development

6.2 The Government is committed to significantly boosting the supply of housing and the delivery of a wide choice of high-quality homes to ensure development meets the UK's market and affordable housing needs. Paragraph 11 of the NPPF identifies that planning decisions should apply a presumption in favour of sustainable development and paragraph 73 endorses the provision of new homes that follow the principles of Garden Cities as an identification of quality. Policy CS10 of the Core Strategy supports housing provision in Ebbsfleet, in accordance with policies CS4 and CS5 which sets out specific parameters for the creation of a chain of distinctive and individual but linked communities. Policy DP7 of the DDPP supports housing development which provides for an appropriate range of housing stock and provision of a satisfactory quality of residential development. Delivery Theme 1 of the Ebbsfleet Implementation Framework promotes the delivery of a wide range of homes and tenures for all life stages, that meet local aspirations including the affordable housing requirements as set out in relevant local planning policies.

6.3 Outline planning permission (OPP) has already been secured for the whole of EQ. Its provisions are drawn down through a suite of documents approved pursuant to the OPP which form a comprehensive strategy and set of objectives for the delivery of housing in this location. An AMP/DC for Alkerden have been approved pursuant to the OPP and, as stated in the OPP, RMAs should generally accord with the AMP/DC, unless robust justification is provided.

6.4 The number of dwellings is dictated by the upper limit allowed by the OPP and density of character areas set out in the AMP/DC. For Alkerden the AMP/DC indicates a total between 1365-1550 dwellings. Current approvals within Alkerden total 697 units, with a further 670 currently under consideration, including the present application. The EDC is further aware of circa 400 units coming forward on the remaining parcels in Alkerden which would breach the upper limit of the AMP/DC by 50 units. Notwithstanding this, the present application is far from a tipping point.

Furthermore, combined figures for approved units and those under consideration across Castle Hill, Alkerden and Ashmere (inc. the present application) equate to 3328 units, which is well below the OPP limits of 6,250 dwellings.

6.5 The AMP/DC for this area identifies the application site for purely residential development with a medium density at 30-60 dwellings per hectare (dph). The proposed development comprises 91 dwellings on a parcel of land measuring 2.36 hectares (ha) which provides 38dph in accordance with the AMP/DC density requirements. The principle of the proposal therefore complies with the overall density strategy established in the AMP/DC.

6.6 As informed by obligations under the OPP, the AMP/DC commits to an even dispersal of affordable housing across the Site, with each phase to include a 25% provision. It should be noted it is the Applicant's intention to develop an affordable housing strategy to deliver the s106 requirement for 25% affordable housing provision across its landholdings in Alkerden South, rather than in each individual parcel. This has been discussed in principle and flexibility within the s106 has been identified which allows for some variation in the amount of affordable housing units coming forward in each detailed application, provided 25% of the total units across the development site are affordable. As such, the application proposes 4no. affordable housing units, equating to 4.4% of housing proposed in this parcel and shall be discussed further in the relevant section below.

6.7 The principle of residential development at the Site has been established by the OPP and the proposed development accords with the established vision, reflecting the detail set out in the aforementioned outline plans and documents.

6.8 Policy CS5 of Dartford's Core Strategy states that applications for reserved matters will need to demonstrate that proposals will not undermine the principles to be achieved across the Site as set out in the OPP to which they relate, as examined below.

Reserved Matter – Access and Highways

6.9 Matters relating to access include consideration of the accessibility to and within the Site for vehicles, cycles, and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. Matters relating to parking provision will be considered separately under the Proposed Parking section below. Section 9 of the NPPF provides guidance for promoting sustainable transport and supports the creation of opportunities to promote walking, cycling and public transport use (paragraph 104). This is supported by Policy CS15 of the Core Strategy which encourages mixed use development and close interrelationship between different land uses, as well as the provision of Fastrack in order to minimise car use and make effective and sustainable use of the transport network. Policy DP3 of the DDPP requires development to be appropriately located to minimise and manage arising transport impacts and DP2.(1)(d) and DP4 promote the prioritisation of walking, cycling and public transport through clear linkages and permeability. Delivery Theme 3 in the Ebbsfleet Implementation Framework on 'Connected People and Places' promotes legible networks and the creation of safe, integrated, and accessible transport systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport.

6.10 Broad locations and principles for connections and road corridors within EQ were established under the OPP, particularly in the Transport Strategy and the Site-wide masterplan. Access to the Site has therefore been secured by high level documents

and the proposal complies with these. As such, the application site fits well into the wider road, pedestrian and cycle network and public transport corridor since this has been planned strategically.

6.11 Streets have a role in circulating traffic but also in creating distinct characters and successful places. Building upon the parameters in the OPP, the AMP/DC identifies a clear hierarchy and layout for streets through Alkerden to ensure streets are treated as key placemaking elements. The location of primary, secondary, and tertiary streets/mews, including areas where direct access would be permissible, are identified in the AMP/DC together with typical design layouts. Details of the street typologies were calculated to ensure dimensions met Kent Highway standards but also embedded strong principles of good urban design. The proposal complies with the layout and street typologies identified in the AMP/DC as set out below:

6.12 Primary Street - Alkerden South is accessed from the southern Primary Street which runs along the northern boundary of the Site. The AMP/DC advises this street will form the principal all vehicle connection through EQ, connecting Castle Hill to Ashmere through Alkerden, and providing access to the Market Centre and Education Campus. The AMP/DC stipulates the Primary Street network will be provided without direct access to plots to ensure highway safety, but the route should have a sense of formality with treelined verges either side of the main carriageway. The route will also provide a dedicated segregated cycleway. The detailed design of this route (carriageway, verges, footpaths, and segregated cycle route) was subject to a separate planning application (reference. EDC/21/0164). In accordance with the AMP/DC and in coordination with the adjoining RMA for the Primary Street, the layout of the proposed development ensures no vehicular access to properties from the Primary Street. Thus, vehicular access into the proposed development parcel is from the Secondary Street approved in RM1, and then distributed via a hierarchy of streets comprising Mews, View Corridor, Laneways and Cul-de-Sacs.

6.13 Secondary Street - The AMP/DC confirms that the Secondary Street will serve the residential parcels within Alkerden South and provide a spine road to lower category streets. The Secondary Street should provide a safe residential environment and as such will have a minimal carriageway width with traffic calming features to ensure low vehicle speeds. The street should be predominantly hard surfaced with use of tree grilles and intermittent unallocated parking bays. Cross sections, plans and coding principles within the AMP/DC show 2.0m wide planted verges (increased to 3.5m where car parking is incorporated), 2.0m wide footpaths before residential frontages which are shown fronted with hedging. The detailed design of the Secondary Street's western verges, footpath and carriageway were approved as part of RM1, ensuring vehicular access from the Primary Street to the north is available to the current development parcel. The approved carriageway extends along the north-west boundary of the application site and as such the present redline completes the design of this route, encompassing the south-east verges, footpaths, and residential frontages. In accordance with the AMP/DC, proposed verges are predominately 3.5m wide, incorporating a limited number of parallel parking bays and regular tree planting (further discussed under landscaping and parking below). Provision for a 3m wide shared cycle/footway is provided, which accords with the 'Cycling Friendly Street' confirmed in the AMP/DC (Figure 2.3) and connects to the corresponding shared provision within the Primary Street.

6.14 From the Secondary Street, 2no. residential streets and 1no. Cul-de-Sac provide access into the application site.

6.15 View Corridor Street - Running north to south through the southern portion of the Site, the proposed View Corridor continues the form and function of the route established in RM1. The AMP/DC illustrates a traditional layout for the View Corridor with a central roadway, generous tree lined verges incorporating car parking, and separate footpaths fronting residential front gardens on either side of the route. It stipulates that this street should provide an uninterrupted view through the development, from the Market Centre and Education Campus on Fastrack to Castle Hill Lake and the cliffs beyond. As per RM1, the Applicants have deviated from the AMP/DC in this respect creating a landscape led route with shared surfaces for vehicular and pedestrian access extending from residential frontages either side of a central landscaped spine, which incorporates limited car parking, an element of children's play and seating. The eastern side of the corridor includes a shared footway/cycleway incorporated into the street, providing connectivity through the parcel. While the proposed form is a variation from the AMP/DC, the design achieves the clear visual link from north to south as required by the AMP/DC, which will aid legibility and promote walking and cycling to the Market Centre and access to public transport via Fastrack, which is supported by EDC officers and the Ebbsfleet Design Review forum.

6.16 The remaining streets and their subsidiaries are tertiary streets.

6.17 Mews Streets - The AMP/DC identifies tertiary streets as the lowest category in the range of street typologies confirming these streets should provide a very safe residential environment, where children can play safely and design measures ensure very slow vehicle speeds. Several tertiary options are shown within the AMP/DC which include a more formalised street with planted verges on either side, intimate Mews Streets and Laneways which both have a smaller verge and a carriageway width. The proposed development identifies 2no. Mews Streets. The south-east Mews Street is accessed from the View Corridor and provides a formalised arrangement with soft landscape verges on either side of the road which generally accords with the provisions of the AMP/DC. The north-east Mews Street is accessed from the Secondary Street and continues the form and function of corresponding streets approved in RM1. As before, this street typology is not accounted for within the AMP/DC as properties fronting the Primary Street require rear vehicular parking access. Notwithstanding this, the layout provides a tight, intimate street which maximises tree planting where possible and follows the general principles of the mews street included within the AMP/DC.

6.18 Laneways - Both Mews Streets provide links to Laneways which front the east of the development parcel. The proposed vehicular access generally accords with the AMP/DC, providing a shared surface extending from the residential frontage boundary up to the open space opposite. A limited number of parallel parking spaces opposite dwellings within the verges adjoining the public open space are proposed. The carriageway is narrower than shown in the AMP/DC to maximise landscape opportunities and further reduce vehicle speeds, which is welcomed.

6.19 Cul-de-sacs - The proposed development also incorporates a limited number of cul-de-sacs and car parking courts serving apartment blocks, which are small in size and have been well designed to discretely locate open surface parking. These street typologies are in addition to the AMP/DC, designed to specifically respond to the layout of the site.

Highways -

6.20 The Secondary Street's vehicle crossovers and footpaths (up to the private residential boundaries), the 2no. Mews Streets, and the View Corridor are all intended to be offered to KCC Highways for adoption in this phase.

6.21 KCC Highway and Transportation officers have reviewed the proposals and note that submitted swept path analysis has illustrated that the layout accommodates the largest vehicles including refuse and fire trucks. No objection was previously raised in respect of access, they have however noted vehicle tracking for the largest refuse vehicle will overhang landscaping in several locations and is tight with 5no. car parking spaces within the narrowest streets. It is therefore acknowledged that manoeuvrability for the largest available refuse trucks (11.4m long x 2.5m wide) may be inconvenient in a limited number of locations. Nevertheless, DBC utilise a 10.6m long x 2.6m wide vehicle in this location and therefore adequate turning and manoeuvring space is available for their operations. An evaluation of the implications for landscaping shall be discussed in the relevant section below, however it is noted that the latest plans (received 10.07.2023) include an alteration to the turning head in front of plot 237, to the southern Mews Street, which has redesigned the shared surface materials to deter parking in this area whilst still providing space for the over-run of refuse vehicles. KCC have been consulted on the update and confirmed no objection to the changes.

6.22 A strategy for refuse collection is submitted with the application (ARUP Transport and Waste Report) confirming all waste collections will be made from within the Site. No waste collection will take place from the Primary Street. Refuse and recycling storage is proposed to be integral to each apartment building and is provided in rear gardens for all houses whereby a suitable side/rear access gate allows bins to be moved to the highway on collection days. Collection will generally be made from the front of properties, with some properties moving bins to collection points. KCC has confirmed that drag distances for both houses and apartments accord with the DBC guidelines and Manual for Street standards.

6.23 Concerns raised by KCC Highways in respect of several vehicle visibility splay locations have been addressed through amendments to the height of identified brick boundary walls and the position of Flat Block K. Re-consultation with KCC in respect of these updates has been undertaken and they confirm support for the amendments which have been made.

6.24 On KCC Highway's request the applicant has provided an RSA alongside a Designer's Response. This report acknowledges some trees and visitor car parking bays fall within visibility splays situated in the Secondary Street and southern most Mews Street. KCC has confirmed acceptance of the current layout, noting that should a Stage 3 RSA raise these visibility splays as an issue, then the subsequent highway's adoption process may require these spaces to be amended which may necessitate a subsequent amendment to the current application. It is recommended that this information be included on the future decision notice by way of a planning informative.

6.25 The proposals incorporate several cycle friendly streets which connect well to the formalised cycle routes. External cycle parking is also provided at the southern tip of the Site within public open space adjoining Castle Hill Lake, which is welcomed to support and promote cycling to and from the Site.

6.26 Pedestrian accesses within and through the Site are clear and legible. The proposals will provide new footpaths which connect well to the wider site and delivers walkable routes to public transport connections on the Primary Street and Fastrack, which in

turn provide a high level of accessibility to nearby services, facilities and employment areas. The strong street hierarchy summarised above assists wayfinding, prioritising walking through the clear visual link from north to south via the View Corridor, and east to west permeability which prioritises foot traffic over vehicular through routes.

6.27 Overall, it is considered the proposal sets out good urban design principles in respect of access and highways.

Accessibility -

6.28 Development should contribute to the accommodation requirements of residents with restricted mobility, or as they age. Condition 30 of the OPP states that, unless otherwise agreed in writing, 25% of all dwellings on the Site shall meet the Building Regulations M4(2), 'accessible, adaptable dwellings' requirements. Policy DP8 of the DDPP states that accessible/adaptable accommodation should be maximised on each site and 'proposals to construct new dwellings that do not include any Category M4(2) units for accessible and adaptable dwellings - or Category M4(3) units for wheelchair adaptable dwellings - within each housing tenure should provide a robust justification, otherwise permission will not normally be granted'. Emerging policy M8 of the Pre-Submission Local Plan (to which full weight cannot be applied) seeks to tighten requirements, setting out that all new build dwellings should meet the requirement M4(2) with 'a limited proportion' of dwellings to meet M4(3) sought on sites of 100 or more dwellings. Only where it can be robustly demonstrated why it is not possible to contribute to these requirements will applicable developments be exempted.

6.29 The proposed development will deliver 59no. M4(2) compliant units across the Site, equating to 65% of the development, with no M4(3) provided. M4(2) compliant units comprise all 37no. apartments, and 22no houses including the 4no. affordable homes.

6.30 As per RM1, the Applicants have provided more information in respect of the non-compliant units which indicates that the remaining 32 houses would comply with between 70-77% of the M4(2) criteria. The Applicant has confirmed that non-compliant housing does not primarily meet M4(2) standards because; many properties require a stepped approach between the car and the front door which cannot be provided as a result of sloping land levels; that flush level access from the rear patio doors into the garden will not be used due to previous customer care issues with water leakage over level thresholds; and, that the widths of 2 and 3 storey dwellings cannot accommodate the larger WCs at ground floor level required to potentially accommodate a level access shower and space for a wheelchair in the future. The applicants note that to achieve all of the M4(2) requirements the non-compliant houses would need to be increased in width by approx. 225mm, and this would have a detrimental impact on the site layout and overall quantity of units currently proposed.

6.31 Overall, the applicant has demonstrated that non-compliant houses still provide a good level of accessibility. While it is disappointing that no M4(3) provision is proposed, there is no requirement for M4(3) housing under the OPP. Overall, the proposals notably exceed the minimum requirement of the OPP for 25% M4(2) compliant housing. In the context of an otherwise high-quality scheme, the proposal is considered acceptable with regards to the provision of accessible housing.

<u>Reserved Matter – Layout</u>

6.32 Consideration in respect of layout include the way in which buildings, routes and open spaces within the development are provided, situated, and orientated in relation to each other and to buildings and spaces outside the development. The NPPF encourages the provision of safe and secure layouts which minimise conflicts between traffic, cyclists or pedestrians and avoids street clutter (paragraph 112). The NPPF sets out that the layout of new development should be successful, function well and add to the overall quality of an area (paragraph 130). The provision of a successful layout is intrinsic to good design which is at the heart of policy DP2 of the DDPP. Part 1c) of policy DP2 states that good design should facilitate 'a sense of place, with social interaction, walking/ cycling, health and wellbeing, and inclusive neighbourhoods, through a mix of uses and careful design and layout', while part 1d) seeks development to provide permeability through clear pedestrian and cycle linkages, active frontages, and a fine grain mix of buildings and spaces. Part 4 of the policy requires spaces to be designed to be inclusive, safe, and accessible for the whole community, reducing the fear of and opportunities for crime. Delivery Theme 1 of the Ebbsfleet Implementation Framework seeks to ensure that the design of new neighbourhoods follows good urban design principles to deliver, attractive, safe, and efficient layouts that contribute positively toward an appropriate character for Ebbsfleet.

6.33 The AMP/DC for Alkerden identifies appropriate block types, street design, building typologies and parking typologies for each area of Alkerden to achieve the desired character. Alkerden South Neighbourhood Character Area is identified within the AMP/DC by its orthogonal blocks which maximise views out onto the surrounding public open spaces and provides connections between them. Buildings are prescribed to have minimal set-backs from the highway to enhance the tight knit urban structure, with all principal elevations to face onto the public realm.

6.34 The proposals achieve a strong grid network with excellent integration into the immediate and strategic movement framework of EQ. Well defined perimeter blocks create a strong level of enclosure to all streets within the Site, as well as defining a variety of edges to the surrounding parks and open spaces to the east, south and west. The position and orientation of buildings maximise the outlook and surveillance on to these open spaces, which can in turn reduce the fear of and opportunities for crime and anti-social behaviour. 3-storey houses and apartments present a formal and regular frontage to the MUP in the west, which aligns with the layout approved in RM1. To the east, large, detached houses front the open space in a looser arrangement, creating a softer edge to the development which responds well to the natural character of the Greenzone between Alkerden and Castle Hill.

6.35 While the AMP/DC does not identify public open space to be delivered within this area, a plaza space at the southern tip of the View Corridor has been designed as a pedestrianised zone, creating a high-quality link and sense of arrival into Castle Hill Lake Park to the south. The layout provides an opportunity for social interaction, with incidental play, seating and cycle parking. Apartment buildings either side of the plaza frame views of the lake and the cliffs beyond. The scale of the buildings and provision of generous balconies provides good levels of passive surveillance from ground to upper floor levels.

6.36 To the north of this space, the View Corridor completes the principal north-south link for pedestrians and cyclists, connecting users from the east-west streets and feeding them into the wider strategic walking and cycling network beyond. Developed as a high-quality shared space this route functions well, balancing the need for pedestrians and cyclists travelling north to south, as well as vehicular access to homes and on-plot parking. It provides generous verges, incorporates seating and

planting and cohesively provides an attractive, green and well overlooked movement corridor. The east-west routes provide smaller scale streets that can potentially connect to the Greenzone Corridor to the east and Castle Hill Lake to the south, which in turn will provide access to the MUP in the west.

6.37 4no. indicative pedestrian/cycle links on predictable desire lines are shown up to the boundary with the adjoining park land. The plans acknowledge the precise location of these connections are to be determined prior to construction and in coordination with the site-wide land owner and developer of these spaces, Henley Camland. An indicative connection to the MUP in the west has been removed during the course of the application as Henley Camland have suggested the connection here will not be feasible due to engineered land levels required for the adjacent drainage swale. While the loss of connectivity would be unfortunate, it is acknowledged that the proposals provide a link via a short walk to the south (40m) which directly connects to footpaths which will feed into the MUP. Therefore, access and permeability into the MUP would still be achieved. The applicants have also confirmed that they have the ambition to continue to explore the possible connection to the west and will seek to discuss this further with Henley Camland as the plans for the MUP become formalised. To ensure a coordinated approach, condition 17 requires final details of the footpath/cycle terminations and connections prior to occupation, and an informative regarding the connection into the MUP is to be included to prompt further discussions between Redrow and the MUP design team.

6.38 Car parking is generally well accommodated on plot, or sensitively designed into the streets as parallel bays. Perpendicular parking and parking courts are limited in size and number. Appropriate levels of soft landscaping and tree planting has also been introduced to the parking courts ensuring these spaces are attractive, and parked cars are well concealed from views within the public realm and MUP.

6.39 The streets are considered to be well designed through the application of a strong street hierarchy and good landscape and architectural characterisation. This creates well-presented and distinctive streets and spaces with different characters to aid legibility and wayfinding. Consequently, the layout is deployed to filter traffic and deter through-routes, prioritising the movement and permeability of the Site for pedestrian and cyclists.

6.40 It is considered that the layout of the scheme follows principles to create a safe and secure environment, with the orientation of buildings providing active surveillance onto streets and open spaces. Comments from Kent Police do not raise fundamental issues in respect of the Site layout. Overall, the proposed layout is considered to be well developed and scores highly on the Building for a Healthy Life Assessment (BFHL), complying with all the necessary AMP/DC principles.

<u>Reserved Matter – Scale</u>

6.41 Consideration of scale relates to the height, width and length of each building proposed within the development in relation to its surroundings. Matters of scale are intrinsically linked to good design quality as set out in policy DP2 of the DDPP, which require developments to be visually attractive, function well, add quality to the area and be inclusive. Policy CS17 of Dartford Borough Council's Core Strategy identifies that sites will be developed at a variety of densities dependent on their location and accessibility to public transport.

6.42 The densities established by the OPP and AMP/DC requires medium density development providing between 30-60dph across this phase. In terms of height, the OPP allowed for buildings up to +70m AOD (above ordnance datum), whereas the AMP/DC set a building height range of between 2-3 storeys for Alkerden South.

6.43 The application seeks approval for a large-scale residential development with a density of 38dph (91 Dwellings/2.36 hectares) which sits within the OPP and AMP/DC requirements for medium density development. The built form proposed predominately comprises 2- and 3-storey houses and apartments. The 3-storey houses are focused along the Primary Street and down the central View Corridor, to provide a sense of enclosure and scale along the key wide routes. 2-storey dwellings are located along the Secondary Street and east-west streets where the road widths are generally more intimate. The proposed scale varies at the edges of the development, appropriately responding to the open spaces they front onto; 3-storey houses and apartments continue the scale and formal presence established in RM1 to the MUP edge and the southern tip of the Site, whereas 2-storey detached dwellings are more loosely arranged to the eastern edge, responding to the more naturalistic environment and scale of properties beyond the green zone to the east within Castle Hill.

6.44 The proposals have introduced 1no. 3-4 storey apartment. Flat block N is located in the north-east corner. It is predominately 3 storey in height, raising up to 4 storey (13.40m) (+23.40m AOD) on the north-east corner of the building. This increase in height is proposed in response to the AMP/DC requirement for a 'Gateway building' in this location, marking the entrance into Alkerden from the east from Castle Hill South. The storey exceedance is limited and considered to be justified on the basis of urban design and placemaking. Given the heights are compliant in most cases across this phase, and do not exceed the OPP requirement of +70m AOD, the proposals are considered to generally accord with the AMP/DC.

6.45 Overall, the proposed scale of the development and of the individual buildings is consistent with the parameters set out in the AMP/DC and has been deployed in keeping with good urban design principals, creating a visually attractive, high quality, and well-functioning scale of development.

Reserved Matter - Appearance

6.46 Matters of appearance refer to a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour, and texture. The NPPF sets out the creation of high-quality buildings and places as being fundamental to planning. It identifies good design as being a key aspect of sustainable development, creating better places in which to live and work and helping make development acceptable to communities (paragraph 126). It states planning decisions should ensure developments add to the overall quality of the area for the lifetime of the development, demonstrate good architecture, are sympathetic to local character and history including the surrounding built environment (paragraph 130) and states that development that is not well designed should be refused, especially where it fails to reflect local design policies or take into account any local design guidance (paragraph 134). Policy CS4 of the Core Strategy on the Ebbsfleet to Stone Priority Area promotes the creation of distinctive but linked communities with built development 'reflecting the varied heritage of the area in order to create a sense of place'. Emerging policy M1 of the Pre-Submission Local Plan (to which full weight cannot be applied) and Policy DP2 of the DDPP requires developments to respond, reinforce, and enhance positive aspects of the locality including cliff faces. They also

state that materials must support a sense of place and be relative to the local character.

6.47 The AMP/DC identifies the Alkerden South Character Area as a contemporary tight-knit neighbourhood of family housing, where architecture will interpret the rhythms and the rich visual detail of traditional terraced house types, within a contemporary palette of materials that explicitly references the chalk cliffs. In respect of materials the AMP/DC identifies the use of brick is to be favoured to add warmth, solidity, and familiarity to the street scene. It supports a wide range of brick courses, bonds, and feature bricks to provide visual interest, and differentiate individual homes within the street, and a subtle use of materials to define street hierarchies.

6.48 The applicants have developed a design and character narrative derived from the EDC's Design for Ebbsfleet Guide. Inspired by the 'Pent' and 'Pinch' languages which were originally informed by the urban morphology of local villages, and the 'Fleet & Hithe' which takes inspiration from local riversides, the applicant has developed a variety of architectural responses and built forms. The architecture also responds to the white chalk cliffs of EQ, historic Kentish building forms, and waterfront warehousing of Northfleet. The chosen narratives achieve the scale and density established by the AMP/DC and provide an appropriate context for developing a locally distinctive and characterful response to the cultural heritage of Ebbsfleet and the landscapes within EQ and is therefore supported by EDC Officers.

Housing -

6.49 As detailed in the Design for Ebbsfleet guidance, the 'Pent' and 'Pinch' design narratives are derived from the Coombe base narrative specifically envisioned for EQ. For this reason, they have common architectural features and have been developed from similar background analysis taken from local historic villages within the wider locality to Ebbsfleet. 'The Pinch' was intended to be applied to steeper slopes which look down towards the chalk cliffs, while 'The Pent' was envisioned for the low gentle slopes closest to the chalk cliffs. The architectural language comprised contemporary interpretation of historic Kentish forms and is expected to relate to the cliffs and have a strong horizontal emphasis. Parking should be integrated on plot within the housing typologies or building plinths for both character narratives.

6.50 The proposals have interpreted these character narratives well for the most part. Dark masonry plinths, random window composition, front gable motifs, horizontal detailing in dark weatherboarding and brickwork detailing, as well as the use of projecting brick-built bays have been developed from the background analysis informing both narratives. The house types demonstrate a good consideration of the local vernacular, colour and material pallets. Façades are well articulated using feature brickwork, decorative brick bonds and generous glazing to provide visual interest along streetscapes. Entranceways are provided with shelter via projecting or generously recessed canopies and are highlighted with contrasting Flemish brick bonding, adding visual interest to these closely observed parts of the exterior.

6.51 The external built form for the 'Pent' character areas relates positively to the adjoining RM1 scheme supporting the street hierarchy along the Primary Street and View Corridor. The Primary Street comprises 3-storey houses with a strong gable front repeated to terrace and semi-detached houses, and a dark brick plinth to the ground floor which continues the strong formal composition and rhythm achieved in RM1. Similarly, the View Corridor contains house types comparable to the RM1 approval, constructed of contrasting white and dark bricks, and black weatherboarding. The dwellings are generally of a 3-storey form, offering scale to enclose the space and

the carefully considered green corridor it contains. Plots 269-268-267 to the south of the View Corridor form larger detached 2 storey dwellings taken from the 'Pinch' character area, which breaks the tight knit rhythm of the View Corridor. However, materials continue to be unifying and the enclosure at this point is mitigated by the 3-storey apartment building situated opposite these dwellings.

6.52 The 'Pinch' character areas rely on a more traditional design approach referencing Kentish village houses in a contemporary style. The houses comprise larger detached dwellings, featuring long roofs with double fronted bays and gable-fronted units featuring a 2nd contrasting front gable feature. Buildings are proposed in a formal orientation along the Secondary Street and east-west Mews Streets. Along the eastern edge, the units are more casually arranged to create a meandering rural-esq character responding to the landscape edge and open space. The Secondary Street may have been improved with a tighter form of development which would better mirror the appearance of RM1. Nevertheless, the variation in appearance is not considered to be harmful to the overall design quality of the scheme, and a common materials palette between RM1 and RM2 will create harmony between the two phases. Houses occupying corner plots within the Secondary Street have been well designed to consider activation on both elevations which front the public highway. Plot 292 (HT SKYES), to the northern Mews Street forms the sole exception and requires the side elevation fronting the secondary street to be improved. Planning condition 6 is therefore recommended seeking amendments to the House Type for plot 292 to introduce additional detailing comprising recessed Flemish bond brick detailing around the windows at first floor level to provide more visual interest onto the Secondary Street.

Apartments –

6.53 The development includes 5no. apartment buildings, informed by 3no. design narratives.

6.54 Flat Block N to the northeast corner provides a bookend to the Primary Street, incorporating a similar architectural appearance to the apartments approved in RM1 situated to the west. An asymmetric roof raises to 4 storeys on the corner of the building, delivering a prominent landmark feature which will be seen upon entering Alkerden from Castle Hill. This accords with the AMP/DC requirement for a gateway landmark in this location. A dark brick plinth provides a cohesive streetscene with the houses, and white/grey bricks on the upper floors responds to the materiality of the chalk cliffs.

6.55 Flat Blocks J and K have been designed in response to the 'Fleet/Hithe' narrative inspired by waterfront buildings referencing the historic warehousing and wharfs of Northfleet. Both buildings are composed of 3 large pitched-roofs inspired by river wharf-roofs forms. Flat block J capitalises on its prime location fronting onto the MUP, with the principal pedestrian and vehicular access approached from the rear of the building (south-east) via a car parking court shared with Flat Block K. Balconies provided along this western edge also ensure views from the apartment blocks are maximised. Flat Block K forms part of the view corridor. Both buildings utilise a simple palette of materials which respond well to the 'Pent' narrative of the View Corridor, utilising dark brick ground floor plinths, upper floors in white/grey brick. The selective use of vertical dark weatherboarding differentiates the two blocks from each other. Detailing includes projecting brick courses at ground floor level, selected location of Flemish bond brick detailing and horizontal weatherboarding between windows on upper floors, which adds variety to the ordered window formation.

6.56 Flat Blocks L and M have been designed as a pair of buildings forming a “Landgate” to the southern termination of the View Corridor. Together they frame views of the cliffs and provide enclosure to the open space proposed between the buildings, creating a memorable gateway into the parks and lakeside setting to the south. The buildings are successfully located into the landscape, with car parking concealed beneath under croft parking and walled courts to the rear. Referencing the ‘Pinch’ character narrative, the massing and materiality of both buildings is intended to appear as large chalk blocks inspired by the adjacent chalk cliffs. Simple white brickwork features recessed double soldier course banding between floors, and dark grey projecting surrounds articulate windows positioned to look out towards the lake and cliffs, as specifically encouraged under the ‘Pinch’ materials and detailing. The main communal entrances to both blocks are accessed from the View Corridor providing active frontages to this space. Improvements to the appearance of the entranceways have been negotiated achieved by floor to ceiling glazing across the 3 storeys and a full height contrasting dark brick surround to the opening. Both buildings have balconies to all elevations, providing natural surveillance to the rear parking courts, and surrounding open spaces.

Balconies –

6.57 The apartment blocks are proposed with both semi-inset and corner balconies. Balustrades have been re-designed to provide more variety to each apartment block, through varying the colour of the solid aluminium panel. The use of solid panels with regular railings improves privacy for residents, mediating direct views into balconies and helping to conceal stored items. The applicant has confirmed that laser cut balustrading balconies is being explored for the southern elevations of Blocks L and M, which would provide additional distinctive detailing for these apartments. The final details to be secured by condition 7. The designs comply with the EDC Balcony Design Guide, with final details of soffits, balustrading, level accessible thresholds, and downpipe drainage to be secured by condition 7. Further discussion on balconies is provided at the ‘Amenity’ section below.

Materials –

6.58 A simple and high-quality palette of materials is proposed reflecting local character and supporting the creation of distinct and attractive development. This comprises contrasting dark blue/black and white/grey stock bricks, dark weatherboarding, and red russet or grey slate concrete roof tiles. The use of redbrick has been kept to a minimum on internal east-west streets. This provides some continuity with RM1 whilst ensuring the periphery of the village reflects the light tones of the chalk cliffs. One exception to this, is plot 295 which is the only redbrick property facing on to the eastern open space. This plot stands out as an anomaly, and it is therefore recommended that the Dwelling Materials Plan is updated and secured by condition 6 to avoid the use of red brick here to re-enforce the street scene along the eastern edge. All windows were originally proposed in a dark grey, to follow on from RM1. EDC officers requested a change in colouration due to the extensive use of grey already seen in the locality. The applicant has agreed to providing black windows to the apartment blocks which will add welcomed variety and can be secured by condition 8.

6.59 The selected materials are well used to create rich visual detailing on all buildings. The range of architectural detailing comprises:

- A regular projecting brick course (every 5th course) to ground floor plinths

- A range of brick soldier coursing (double and one and a half)
- Stepped brick coursing to lower parts of façades
- Recessed Flemish bond brickwork pattern which is deployed at 1st floor level highlighting the apex of the roofs, articulating windows, or used in a contrasting brick around entrance ways.
- Black weather board is used in various permutation combining horizontal and vertical orientations to add detail and interest next to or around windows.
- projecting brick-built bays provided in contrasting bricks.
- Generous recessed entrances and projecting canopies.
- Projecting window surrounds to be designed in aluminium or GRP (Glass Reinforced Plastic)

6.60 The proposed architectural detailing incorporates good decoration, colour, and texture and comes together well to create cohesive street scenes which are rich in visual interest and focal points. The applicant has confirmed that electric meters will be located sensitively either concealed within entrances or on side elevations. They confirmed there would be no gas meters on this phase and have agreed to a condition 7 to confirm the location of utilities to ensure the design of facades. The applicant has also agreed to increase projecting brick banding and recessed brickwork to 20mm, to increase shadow and animates the façade during different times of the day. The full specification details for all external facing materials are recommended as condition 8 with relevant updates and preferred materials confirmed.

6.61 The chosen character areas fit well together and enhance the layout and hierarchy of its streets and spaces, creating a strong sense of place. The simple layout is supported by strong levels of enclosure and a distinctive architectural character ensures the scheme is legible for both the general community traversing through and across the Site, as well as for residents accessing their homes and the wider areas of public realm provided beyond the Site boundary.

6.62 Overall, the proposed development is a high-quality scheme which responds well to the chosen design narratives. The palette of materials is limited to good effect, responding specifically and effectively to the relevant character area. The range of house types are not excessive and will provide tenure blind affordable homes. Taking the context of the Site and role of the development into consideration, the proposal responds well to the requirements of the AMP/DC and planning policy. Buildings and streets are visually appealing. The use of different character typologies as part of the wider narrative is effective in providing visual interest throughout the scheme and will also assist in wayfinding. Subject to recommended conditions, the scheme is considered to be of high-quality and is acceptable with regards to matters of appearance.

6.63 Lighting will be reviewed in the section below under landscaping.

<u>Reserved Matter – Landscaping</u>

6.64 This reserved matter considers the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the Site and the area in which it is situated including screening by fences, walls or other means; the planting of trees, hedges, shrubs or grass; formation of banks, terraces or other earthworks; the laying out or provision of gardens, courts, squares; and the provision of other amenity features. The NPPF states that planning decisions should aim to ensure developments are visually attractive with appropriate and effective landscaping (paragraph 130), identifying the importance of good landscaping being intrinsic to

good quality design, as advocated by policy DP2 of the DDPP. DP2 also states that consideration will be given to how landscaping relates to neighbouring buildings. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscape to promote healthy landscapes and encourage active lifestyles. Emerging policy M15 of the Pre-Submission Dartford Local Plan (to which full weight cannot be applied) expects major developments to deliver landscaping that is visually attractive, enhances biodiversity, uses native species incorporates sustainable drainage measures, and is resilient to climate change.

6.65 The AMP sets out extensive detailing for the design of open spaces and planting within the public realm, including consideration of verge widths to ensure an appropriate number of trees can be accommodated in the street. A tree strategy identifying different species for different areas of the Alkerden village, including details on preferred tree sizes is included. This is further supported by the Ebbsfleet Public Realm Strategy (EPRS) which establishes guiding principles to ensure a high-quality approach to landscaping is embedded within developments having consideration to health and wellbeing. For Alkerden South the AMP/DC specifies ornamental species, formal hedgerows and a controlled palette of evergreen ornamental shrubs are appropriate, alongside regularly spaced street tree planting, where street typology support this. It recommends fastigiate maples, cherries and hornbeam varieties for their narrow habit and vibrant seasonal displays and identifies red leafed trees should be a focus of the View Corridor. Formal front boundaries, using low level walls, contemporary railings and low levels bushes are identified to balance privacy and surveillance. Hard surfacing materials are also specified for each street typology.

General -

6.66 The landscape proposals are generally well considered and appropriate to this part of Alkerden, continuing the high-quality design secured in RM1. The proposals portray the contemporary urban feel set out within the AMP/DC, while also sensitively responding to the adjoining open spaces to the east, south and west.

6.67 The provision of indicative connections to the Greenzone and Waterfront are welcomed, although it is acknowledged above in this report that coordination with adjoining landowners (Henley Camland) is required before these links can be finalised.

6.68 The coordination of trees and drainage routes has been confirmed although it is noted that several trees lie close to drainage runs, therefore final tree positions may require adjustment as detailed designs are progressed. The final details for all underground services and their relationship to trees is to be secured by conditioned 4, alongside details of tree root barriers, to ensure trees are not lost at a detailed design stage. Particular attention to tree planting to the southeast of flat block L adjacent to the MUP, and within the narrow car park verges south of flat block N in the northeast corner will be made to ensure soft landscape in these areas is either enlarged, or below ground root cells are provided to give these trees sufficient soil volume to establish.

View Corridor -

6.69 Areas of incidental play, feature seating, pathways and formal and informal planting follow the precedent set out in RM1 and are welcomed in principle. Trees have been located to allow views down through the View Corridor towards the cliffs in line with the AMP/DC. To the eastern side of the space a footpath/cycle link is provided within

the shared space, delivering access north to south through low-speed environments through the development. In response to officers' comments, the inclusion of hedgerow planting to create separation between the View Corridor greenspace and the Secondary Street roadway has been provided. However, there is still need for a hedgerow around the seating area and steppingstones within the open space in front of plot 269. This minor addition is to be secured by condition 9 alongside revised and finalised Soft Landscape plans. Adjustments have been made to the block, bound gravel and planting strips along the View Corridor to ensure these are coordinated, thereby strengthening the design intent. An entrance sign is proposed to the northern end of the View Corridor, details of the signage will be required by condition 9. Depending on the design of the proposed signage, this may also require separate consent under the Advertisement Regulations which will be advised by way of an informative. In general, the route provides an attractive and well thought out multi-purpose space which positively contributes to the landscape led approach established in RM1. Further details on materials for surfacing and lighting together with details of play provision and detailed landscape drawings will be required by conditions 9 and 13. While red leafed feature trees have not been proposed in either RM1 or RM2 thus far, there is an opportunity to review and coordinate tree species along this route through the final details secured by condition, and this ambition will be noted by way of a planning informative.

Incidental Open Spaces -

6.70 Neither the OPP nor AMP/DC requires open space for this site given its proximity to the adjoining strategic open spaces. Nevertheless, the proposals incorporate several incidental open spaces which will provide added value to future residents and appropriate transitions to the adjoining open spaces:

- Lake Edge – At the southern end of the View Corridor an open space is created between apartment blocks L and M. This space (approximately 600sqm) provides natural play opportunities, social seating to encourage conversations and interaction, and a landscaped transition to the adjacent lakes and public open space. Bicycle stands are provided to support cycling to and from the space. Terraced gabion filled with local recycled material such as chalk or flint seating offers a place to sit and survey the lakes, while defensible screening planting for ground floor apartments has been planned.

- Eastern Communal Green Space – A small triangular green (approx. 300sqm) is situated adjacent to the eastern boundary and offers an informal communal space for socialising, relaxation and play. A pocket orchard, rain garden and herbaceous perennial planting are proposed alongside informal children's play. The focus on naturalistic planting helps to visually connect the Site to the adjacent Greenzone.

- Boundary Orchards – Naturalistic and edible planting has been introduced to pocket spaces along the east and south-west edges of the scheme (approx. 500-700sqm). These spaces integrate the scheme with the surrounding parkland proving a soft edge treatment by way of hedging and native/Kentish fruiting trees. Underplanting utilises wildflower meadow and a dedicated edible/foraging trail with raised community growing beds will be provided for residents and the wider community. Information boards will advise on when best to pick the fruit and how to ensure good yields.

6.71 Overall, the landscape proposals for these areas are welcome as they provide additional and attractive spaces and routes around the Site. Generous planting

across the perimeter significantly improves placemaking and provides a natural edge to a scheme that is embedded between three key pieces of green infrastructure.

Soft Landscaping -

6.72 The planting proposals are generally well considered with predominantly semi-mature trees and a good stock size to ornamental planting, giving an instant impact to the scheme. Additional information has been provided in respect of the planting schedules clarifying planting within the mixed beds, the inclusion of further evergreen and structural planting within the mixes, including taller stature species in mix PM6 and the inclusion of climbing plants are welcomed.

6.73 As no specification for plant supports has been provided, this information will be conditioned for hedgerow planting and climbing species to contribute to the successful establishment of these planting features (Condition 9). Plant heights, spreads and pot sizes have also been omitted in places within the Planting Schedule. Updates are therefore required by condition 9.

6.74 As noted by KCC Highways, the body of the largest available refuse vehicles would need to over-hang planting areas (and in some places trees) in a number of locations. It is however noted DBC utilise a smaller vehicle, therefore implications for vehicle turning and landscaping is unlikely to be as severe as the swept path analysis currently shows. In any case, the final details for landscaping and trees are to be secured by planning condition 9, and these pinch points will be reviewed as part of the detailed design to ensure landscaping is appropriate and no trees are lost.

Hard Landscape –

6.75 Hard surfacing proposals comprise black tarmac, concrete and block paving, and resin bound gravel in a range of grey tones. The limited palette would provide a coherent approach to the public realm and create a clear identity for the parcel. Flush kerbs are anticipated to shared surfaces within the mews and laneways which is welcomed to enhance landscaping and slow vehicle speeds. Construction details for the self-binding gravel paths within the open spaces, including a suitable edging, and feature paving banding is secured by condition 9. A site wide levels plan is secured under the same condition, demonstrating gradients of slopes to paths and open space areas.

Street Furniture and Play Equipment -

6.76 The proposed play strategy and street furniture proposals are generally supported. The proposals include a variety of seating to the view corridor and open spaces to the south and east in the form of timber cubes, wooden benches, some provided in a bespoke curved arrangement offer opportunities for social interaction. Timber topped gabion walls filled with local recycled material are also shown. Litter bins, cycle stands, bollards (inc. collapsible bollards to the northern laneway turning head) and community raised planters are indicated, and a range of incidental play features are incorporated. Full specification details for all street furniture are secured under condition 9, including construction details through the raised planters, full details of all play equipment, associated safety surfacing specification, as well as the heights and gradients of slopes and play mounds.

Parking Courts –

6.77 4no. parking courts serving the apartment blocks are proposed. The courts are small in size, are well enclosed by brick-built boundaries or defensible planting and feature under-croft parking to flat block L and M. They are well resolved in relation to tree provision and planting, with additional hedging, climbing plants and defensible planting employed to soften these spaces and visually conceal parking from the surrounding public realm. Hard surfacing is shown in a range of block paving, with a playful arrangement of block paving proposed to the parking courts serving flat blocks L and M in the south which invites connection through these spaces to the frontage of units fronting the MUP to the west.

Boundary treatments and Retaining Walls -

6.78 Indicative boundary treatments generally respond well to their proposed location, with robust brick walls in light or dark bricks fronting public spaces and timber fences demarcating between plot boundaries. Low walls with railings, and railings with low level planting are also indicated and considered to be suitably positioned. The rear boundaries to 8 properties (plots 301-308) fronting the northern Mews Street have been amended from a close board fencing to a brick-built construction considering they form a significant part of the public realm in this location. No elevation details have been provided for boundaries, it is therefore proposed to secure full specification for walls, railings, fences, etc. by condition 9. A reduction in the wall height adjacent to parking space L6 in the southeast of the site, north of Flat Block L, to improve visibility for vehicles accessing the parking court has been undertaken in response to KCC Highway's comments. While the reduction in wall height benefits visibility splays, reducing the wall to 0.6m along its entire length has implications for the concealment of parking which had previously been commended. Condition 9 therefore requires a review of the final details of this wall, seeking a gradual reduction to the appropriate height at the position of the visibility splay. KCC highways have confirmed their agreement to this approach.

6.79 Several retaining walls are proposed due to the sloping topography of the Site. These have been planned between rear gardens of the residential plots which means a number of residential gardens will have 1.8m close boarded fence above a substantial retaining wall. Plots 272, 276, 275, 274, 291, 296, and 300 have retaining structures over 1.00m high along their northern/north-eastern boundaries. Plot 297 has a significantly higher 1.60m high retaining structure. While the impact of a 1.8m fence atop a 1.6m high retaining structure will be significant, the extent of the retaining wall at this height is limited (3m out of a 14m rear boundary), the property will benefit from a generous rear garden (15m x 14m) mitigating any overbearing impact from the scale of the combined wall and fence, and given the position and orientation of the property, future occupants are unlikely to suffer harmful overshadowing. A small retaining structure is shown to the east of the triangular green, indicating a drop off beyond the eastern turning head of the cul-de-sac (east of plot 286). The applicants have confirmed that low wall or a low-level railing will be provided in this location to prevent reversing vehicles from missing the change in levels. Full specification confirming the construction and appearance of the retaining walls inc. gabion features is required and can be secured by condition. The applicant has also confirmed that gabion walling filled with chalk and flint can be considered in these locations to add texture and interest to private gardens most significantly affected by retaining features which is welcomed. A 1.2m high hedge is proposed in front of houses and apartments fronting the MUP to the west. This boundary is considered appropriate given the proximity to the swale anticipated within this section of the MUP and the steep land levels which will be engineered for this location.

6.80 There remain some slight discrepancies between the boundary treatments shown on the General Arrangement Plans and the Boundary Materials Layout. Revised sets of both plans should be conditioned to pick up these inconsistencies.

Landscape Management –

6.81 Condition 65 of the outline permission states that landscaping schemes approved as reserved matters applications 'shall be implemented during the first planting season following completion of the relevant area of the development and shall thereafter be maintained for a period of five years. Any trees, shrubs or grassed areas which die, are diseased or vandalised within this period shall be replaced within the next planting season'. A detailed landscape management plan and landscape maintenance schedule has been submitted with the application setting out objectives, tasks, methods, and timing to cover all areas of planting, hard landscape and street furniture. The documents identify that long-term implementation of the management plan will be carried out by a landscape management company and that it will be reviewed annually to allow adjustments and revised every 5 years for more major changes such as the exclusion of work, as necessary. An update to the Landscape Management Plan is required to include greater detail on hand weeding, particularly within the wildflower meadow areas and has been secured by condition 9.

6.82 Overall, the site has developed an extensive landscape strategy that is high quality and works well with the layout to create a strong sense of place. Subject to the aforementioned planning conditions the approach to landscaping is supported.

Lighting –

6.83 The NPPF and policy DP2 of the DDPP require developments to create inclusive, accessible and safe places which reduce the fear of, and opportunities for, crime, Well-designed street and external lighting should therefore be provided to ensure safe and appropriately lit streets and spaces, whilst also limiting the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation as per paragraph 185 of the NPPF and Policy DP5 of the DDPP.

6.84 The AMP/DC confirms the Lighting Strategy for Alkerden applies the principles set out in the approved Public Realm Strategy secured under the OPP for the hierarchy of streets and spaces across the development. Relevant to this residential parcel in the south of Alkerden, the AMP/DC requires lighting to be designed to: provide a safe level of light for pedestrian and vehicular movements and crime prevention; provide visual guidance and assist in way finding strengthen links between areas; Be of a sympathetic human scale appropriate to the character of the village. It also confirms that road light fixtures will have to meet the following criteria:

- Provide a controlled light distribution (limiting glare and light pollution).
- Provide light efficiently (reducing energy requirements)
- Provide good colour rendition by means of white light
- Provide an acceptable aesthetic standard (consistency among the different element of the light installation and street furniture).
- The light fittings and column complement the street furniture palette

6.85 Some details related to proposed lighting have been included in the submission and have been checked by an external consultant who has identified that more information is required. The submission confirms lighting has been designed in accordance with BS 5489:2020 'Design of Road Lighting' with private roads within the development being illuminated to the P5 lighting class. Whilst this has been

confirmed as the appropriate standard to be applied for road lighting on subsidiary roads, adoptable roads have also been illuminated to P5. These roads should be illuminated to P4 in line with KCC Highways recommendations and updates are therefore required and will be secured by condition. While lighting and landscaping appear to have been coordinated details of the final layout of trees in relation to street lighting is required. Further information is also required in respect of bollard lighting, and to ensure lighting has been designed to consider bat boxes proposed as part of the development (or vice versa). Consequently, the final design of lighting will be controlled by condition, based on the principles and general approach identified in the submitted application. Lighting within the adoptable highway will be agreed with KCC and therefore does not form part of this assessment.

Building for a Healthy Life

6.86 A Building for a Healthy Life (BFHL) assessment of the scheme has been undertaken by EDC officers. BFHL is a design tool to measure and assess good design for new homes that is supported by the housebuilding and architectural industries as well as Government and Local Authorities.

6.87 The development is considered to perform well against the 12 BFHL criteria, and amendments have been made to the apartments and houses improving the appearance of balconies, providing some distinction in window colouration for the apartments which has improved the scores for 'Memorable Character' from amber to green. Similarly, the applicants' commitments to the inclusion of green roofs to some apartment buildings, and the agreement to incorporate the relevant number of bird and bat box features has improved the score for 'Green and Blue Infrastructure' from amber to green. Consequently, the scheme now achieves 11 greens and 1 amber.

6.88 The single amber score has been awarded against 'Cycle and Car Parking' due to the size of parking garages/carports which are not meeting the minimum sizes set out in the Sustainable Travel Strategy (STS) and recommended design and functionality improvements in relation to communal cycle stores provided for the apartment buildings. The provisions for cycle parking, the size of garaging and its implications for the overall quantum of parking is to be reviewed further below in this report. The BFHL assessment does acknowledge merits of the proposed development in this category, confirming that the proposals are otherwise largely in compliance with the STS. The design delivers a parking strategy that utilises a variety of parking typologies to sensitively incorporate parking into the development, concealing it from the street and therefore minimising its visual impact across the public realm. The inclusion of understorey parking to some apartment blocks is welcomed alongside tree planting and landscaped verges within parking courts which meets BFHL recommendations. The proposed development also integrates a good level of electric vehicle charging and planning condition 15 has been agreed to ensure compliance with the STS cycle parking requirements for both houses and apartments, securing storage capacity for a minimum of 1 adult bicycle per bedroom within a dwelling, appropriate security measures for external cycle stores, and sufficient storage space for other garden equipment where garden sheds are utilised.

6.89 Overall, the scheme is very high scoring achieving 11 out of 12 greens and passes the BFHL assessment and will provide a very good quality scheme.

Housing Mix

6.90 Policy CS18 of the Core Strategy seeks to provide an appropriate spread of housing mix across developments, particularly in relation to houses and flats. The policy

seeks to achieve an approximate ratio of houses to flats at 70:30, requiring developments comprising 100 homes or more to provide approximately 70% as family houses of 2 bedrooms or more. However, the policy does set out that a higher proportion of flats may be acceptable in the Ebbsfleet Valley Strategic Site in which EQ is located. Emerging policy M8 of the Pre-Submission Local Plan (to which full weight cannot be applied) sets out that the majority of dwellings on all development should provide 2 or more bedrooms and that major development should include provision for three and four-bedroom homes.

6.91 The proposed ratio of houses to apartments is 59:41 which deviates from the standard ratio required by Policy CS18. However, as noted in the policy, a higher proportion of apartments may be acceptable in this location. EQ has been master-planned to achieve the overall quantum of development on the basis of higher densities in the most sustainable locations, at village centres and along the Fastrack corridor. The Site is located adjacent to the Market Centre, within a 5-minute walk (approximately 400m) from the centre, the education campus and Fastrack, it is therefore considered to be in a highly sustainable location. Moreover, the AMP/DC identifies the Site to be for medium density development which is best suited to the provision of a mix of houses and apartments and, as discussed above, the apartment buildings are important in design terms for overall place making. The proposed housing mix ratio is therefore acceptable in this context and given the flexibility in the policy for developments falling in this area. The proposed development provides 54 family houses (2+ bedrooms) equating to 59% of the development. While this strictly fails the 70% requirement set out by CS18, the scheme on its own is under 100 units, moreover the Ebbsfleet exemption for more flats necessitates fewer 2bed+ houses.

6.92 Overall housing numbers and mix will continue to be monitored as site delivery progresses. Affordable housing mix is considered further in a subsequent section of this report.

Housing Standards / Amenity

6.93 The NPPF states that Local Planning Authorities should avoid granting consent for development which would give rise to significant adverse impacts on health or quality of life and should mitigate and reduce other adverse impacts arising from new development. Local Policy DP5 of the DDPP seeks to ensure developments are compatible with residential functions and would not harm their amenity by potentially harmful factors including overshadowing, overlooking causing loss of privacy, and intensity of use.

6.94 The Nationally Described Space Standards (NDSS) were introduced by the Government in March 2015 as part of a revised approach to provide technical standards to drive the provision of quality housing throughout the country. Dartford's Core Strategy policy CS17 requires housing to provide internal spaces that are appropriate and fit for purpose and have adequate internal storage and recycling storage space, whilst policy CS18 requires developments to provide the maximum amount of practical proportion of homes built to Lifetime Homes standards (although the emphasis on Lifetime Homes changed because of the Government's Housing Standard Review in 2015). Policy DP8 of the DDPP identifies that the design of new residential development will only be permitted where dwellings meet NDSS unless clearly shown to be unnecessary or unviable due to site specific circumstances. In reference to the Garden City, the DDPP sets out 'the EDC consider sufficient internal space in dwellings is an essential prerequisite necessary to provide quality sustainable housing in all the new communities being created in the Ebbsfleet area' (paragraph 9.45). The quality of amenity for future residents is also identified in Core

Strategy policy CS17 through; the provision of garage of a 'fit for purpose' size; secure arrangements for management and maintenance of communal areas; useable private amenity space, usually provided as a garden in family houses and a balcony, patio or roof garden in apartments; and high quality communal open space. This is re-iterated in policy CS18 specifically in respect of apartments which requires that the accommodation is designed to a high quality, with the provision of private amenity space, such as balconies or roof gardens, wherever possible; and provision of outdoor and/or indoor communal space. Emerging policy M1 of the Pre-Submission Dartford Local Plan (to which full weight cannot be applied) requires new development to clearly meet or exceed NDSS.

6.95 In addition, the AMP/ADC identifies a set of standards to be applied to high density living conditions which focus on space and accessibility; natural light and ventilation; safety, innovation and security; consumer information (e.g. HBF/NHBC ratings); and other matters, such as provision of dual aspect apartments and refuse and cycle storage. The AMP identifies standards to be applied to high density living conditions, such as compliance with the NDSS, dual-aspect buildings where possible that are orientated to maximise views of Major Urban Park, cliffs and lake to the south and balconies on corners to allow views.

6.96 The proposal is in full compliance with the NDSS, with all houses and apartments meeting the requisite size and storage standards. Each dwelling is provided with a good size garden, appropriate to the size of the dwelling and defensible spaces are clearly demarcated. All apartments have at least one private balcony accessed from living areas, with 3 units being served by a second balcony from the bedrooms, which is welcomed. There is a mixture of balcony types, semi-inset (6-11m2), corner (8m2) which provides a variety of external amenity space available to future residents. All balconies meet or exceed the recently published EDC Balcony Design Guide size requirements.

6.97 The level of overlooking across the Site is considered appropriate to the urban environment, balancing privacy, and natural surveillance. The residential units will be distanced from neighbouring schemes by main roads or public open spaces creating a sufficient level of separation from existing and forthcoming phases. The design of balustrades has been taken into consideration in terms of the form of balcony, and whether the screen should be open or more enclosed to offer an appropriate degree of privacy.

6.98 The layout of the flat blocks is based around a central access point with stair core and lift for access to upper floor apartments. All apartments benefit from a dual aspect, with openable windows on two or more walls. Cross-ventilation with openings in opposite façades has been maximised as far as possible with 28 out of 37 apartments (76%) achieving this benefit for natural ventilation. Where levels have allowed, 1 ground floor apartment to Flat Block N has its own private access through their own front door which further aids privacy for this unit.

6.99 In response to the Design Review Forum comments the applicants have confirmed that the apartment blocks have been designed in respect of overheating principles. They note that detailed overheating assessments require a fixed design to achieve accurate results and will be undertaken once planning permission is secured. Notwithstanding this, there are a number of design moves which can be taken to limit unwanted solar gains and minimise over-heating in relation to the building's façades and orientation, including:

- Avoiding west facing bedrooms where possible.

- South and west facing windows should incorporate shading through external projecting elements around windows, incorporating deeper window reveals, or including structural shading such as external shutters.
- Balconies can be used to shade and top floor balconies should also incorporate shading.

6.100 It is noted that across apartments the majority of bedrooms are not west facing, partially inset balconies may assist with shading, and most layouts provide opportunities for natural ventilation to assist cooling. However, a number of other opportunities have been identified including the need to add shading to top floor balconies and incorporating shading to south and west facing windows. Nevertheless, it is relevant to note that the proposed development will need to comply with Building Regulation Part O. This requires the design and construction of buildings to limit unwanted solar gains and provide occupants with adequate means of removing excess heat from indoor environments. The applicant has acknowledged that should building regulation assessments results in implications for the external design of façades, then planning amendments to the design will be required, in which case the EDC will be engaged to ensure amendments or additions will appropriately coordinate with the character and appearance of the buildings as approved, prior to formal submission.

6.101 In terms of management and maintenance of communal areas, it is considered this is covered under the Landscape Management Plan submitted with the application.

6.102 A noise report submitted with the application identifies that predictive road traffic modelling has implications for the amenity sound levels experienced inside and outside properties which will front the Primary Street. In respect of internal amenity sound levels, section 9.1.2 of the assessment provides proposed sound attenuation requirements for glazing of sensitive rooms facing the Primary Street, recommending glazing attenuation specifications. An external noise consultant has confirmed that while this is an agreeable solution, further information is required to confirm noise ingress calculations and verify the proposed glazing specifications are sufficient. It is therefore recommended that a condition be included with the approval that requires, prior to first occupation, submission of a detailed mitigation strategy that states the specifications of glazing and ventilation for each plot, which is comparable to the approach taken on RM1. The assessment confirms that for apartments, use of a closed window ventilation strategy, incorporating a whole-house mechanical ventilation system or a fully ducted system with attenuator will be provided. For houses facing the Primary Street, through-wall acoustic passive ventilators to provide sufficient background ventilation with windows closed are to be provided. While this is an acceptable approach the external consultant has recommended that ventilation is still available by opening windows on the quieter southern façade of these properties, as alluded to in Planning Practice Guidance for Noise (July 2019) as a mitigating factor. Specific details of design of acoustic mitigation and ventilation strategy for each dwelling has not been provided with the application and will therefore be required by condition.

6.103 In respect of external amenity sound levels, it is noted that the alignment of properties fronting the Primary Street forms a good acoustic screen to the private rear gardens of the houses which will also be enclosed by solid, gap free brick-built walls where boundaries front a roadway. The applicant's assessment recommends winter gardens are incorporated to enclose some balconies of the apartment which adjoins the Primary Street (Flat Block N), however, the applicant has not taken this recommendation forward, arguing that alternative amenity spaces are available in close proximity to the Site, and noting that wintergardens were not pursued in RM1

despite similar apartment arrangements and noise impacts being identified. The ProPG (Professional Practice Guidance on Planning & Noise New Residential Development) May 2017 document confirms that noise impacts on external amenity areas should ideally not be above the range 50 – 55 dB LAeq,16hr. The worst case predicted ambient noise level at ground floor balconies within the application site is predicted to be slightly above this level at 63dBL Aeq.16hr. In liaison with the external noise consultant, the applicant's position has been accepted given that the ProPG allows for adverse noise impacts on private external amenity spaces to be partially off-set where residents are provided with access to: a relatively quiet facade containing openable windows to habitable rooms; and/or a relatively quiet, protected, publicly accessible, external amenity space (e.g. a public park or a local green space designated because of its tranquillity) that is nearby (e.g. within a 5 minutes walking distance). All of the proposed apartments fronting the primary street are dual aspect, with openable windows to habitable rooms on a quieter façade, and all properties have excellent access to a network of extensive public open space directly adjoining the apartment building, consequently noise impacts identified are not considered to give rise to significant adverse impacts on health or the quality of life of future residents in accordance with the NPPF and NPPG (Paragraph 011 Reference ID: 30-011-20190722).

Affordable Housing

6.104 The provision of affordable homes supports Garden City principles to create mixed-tenure development that is affordable for all, as identified in the Ebbsfleet Implementation Framework. Provision of an appropriate level of affordable housing was considered under the original OPP and the obligation for delivery of affordable housing is set out in the s106 securing a 25% on-site provision and 5% off-site contribution. The s106 requires the provision of 25% of each residential area coming forward under a RMA to be affordable but provides flexibility that an increase or decrease per phase may be agreed, provided the total number and overall rate of delivery of Affordable Housing Units in Ashmere/Alkerden remains substantially the same. The s106 also seeks to ensure there is a proportionate delivery of affordable housing against occupations of the market housing (provision of 25% affordable at 25% occupation of market units; 50% affordable at 50% market units; 75% affordable at 75% market units; and 100% affordable at 80% market units).

6.105 RM have been approved for several parcels across Ashmere and Alkerden which are at varying stages of construction. Each of the approved schemes includes provision of at least 25% affordable housing. The EDC is satisfied that they are coming forward at a proportionate rate and will continue to monitor occupations that come forward on site to ensure these obligations against market occupation are being met.

6.106 Policy CS19 of the Core Strategy requires developments to meet the needs and aspirations of residents by securing an appropriate tenure mix and requiring between 50-80% of affordable housing to be intermediate housing with the remainder being for social rent. The policy also seeks an element of houses with 3 or more bedrooms to be social rented where possible. The s106 identifies that affordable housing must achieve an Optimum Tenure Mix (OTM) of 5% affordable rent and 20% intermediate housing, which equates to a 20:80 split compliant with the higher level of intermediate housing identified in Policy CS19. The s106 also identifies that affordable housing shall come forward with a mix of house types and sizes (excluding tenure) which reflects that prevailing at the time for the market units. The AMP/DC corresponds with the s106 affordable housing requirements identifying 8no. sub-areas for Alkerden in which tenure blind development will provide 25% affordable housing in each sub-area. It acknowledges that the precise locations and tenure details of the affordable

housing will be agreed through the RM, but that "The mix of types and size is reflective of that prevailing at the time for the market units"

6.107 EDC officers have been in discussions with the applicant and DBC regarding a strategy for delivery of affordable housing to be split across the combined Redrow parcels in Alkerden South. Considering the s106 allows for variation to the amount of affordable housing coming forward in a residential parcel, provided the overall number of affordable housing and rate of delivery remains substantially the same, a strategic approach is considered acceptable in principle. This aligns with the approach initiated in RM1 whereby affordable housing was overprovided above the baseline 25% requirement, although no site-specific affordable housing strategy was agreed at the time. Redrow now seek delivery of subsequent phases in Alkerden South to balance the overall affordable housing provision to be s106 compliant.

6.108 Consequently, the current application proposes just 4no. 4-bedroom units as affordable housing equating to 4.4% of the housing proposed in this phase. All 4 units are to be provided as affordable rent. RM1 provided 96 units as affordable housing equating to 42% affordable housing, provided as 26% affordable rent and 74% intermediate housing (shared ownership). When RM1 and RM2 are considered together 100 affordable housing units are proposed, equating to 31% affordable housing, provided as 29% affordable rent and 71% intermediate housing (shared ownership). As such, the overall number of affordable housing exceeds the s106 requirements. As with RM1, the applicants have informally confirmed that subsequent phases (RM3 and RM4) will further balance out the affordable housing to achieve the 25% requirement of the s106 and deliver the OTM of 5% affordable rent and 20% intermediate housing (shared ownership) across its landholdings. This strategy has not been formalised with the EDC and will continue to be a matter for consideration as future Redrow phases come forward. In terms of rate of delivery, it is anticipated all parcels across Alkerden South will be built out by the applicant in a phased approach which will provide a proportionate rate of delivery which aligns with the obligations under the s106. EDC will continue to monitor progress on site and the s106 gives powers to ensure this is delivered.

6.109 Consideration of affordable housing type and size has further been made on a cumulative basis in respect of RM1 and RM2. The affordable housing type and size mix identified under Schedule 3 of the s106 confirms affordable housing (excluding tenure) should reflect that prevailing at the time for the Market Units, unless agreed in consultation with DBC. This requirement is drawn through to the AMP/DC whereby affordable housing is expected to form a mix of types and size which reflect the market units. As affordable housing should make up 25% of housing in each phase, proportionate housing is calculated as 25% of each type (apartment or house) and size (no. of bedrooms) of unit.

6.110 Concerns with the proposed type and size of affordable housing were raised with the applicants during the course of the application, noting that affordable housing was being overly provided for by 1- and 2-bed apartments and underrepresented by 3- and 4-bed houses compared to the proposed market housing. DBC informally concurred with EDC officers noting that while there is a general need for affordable housing of all sizes within Dartford, there is an acute need for affordable rented larger family housing which is reflected in long waiting list times for applicants on the local housing register. In response to these concerns the applicants updated their proposals increasing the size of the 4no. affordable housing units from 3- bed to 4-bed houses and amending the tenure from 50:50 affordable rent to shared ownership, to 100% affordable rent. The final proportionate calculation and the

proposed housing mix for Redrow's RM1 and RM2 phase has been summarised in the table below:

Table 2: Affordable Housing Type/Size Compared to Total Housing/Market Mix for RM1 & RM2 Combined

Unit Size	**Total Housing for RM1 & RM2 combined**	**Proportionate Affordable Housing to Market Provision** (% of AH total)		**Proposed Affordable Housing** (% of AH total)	
1 Bed (apartment)	25	6	(8%)	12	(12%)
2 Bed (apartment)	117	29	(37%)	57	(57%)
3 Bed (house)	121	30	(38%)	25	(25%)
4 Bed (house)	55	14	(17%)	6	(6%)
Total	**318**	**80**	(100%)	**100**	(100%)

6.111 As demonstrated in the table above, the affordable housing mix of RM1 and RM2 remains skewed towards the provision of 1- and 2-bedroom apartments. As such, the mix does not meet the aspirations of the s106 or AMP/DC, however, the s106 builds in flexibility and the EDC has discretion to agree a flexible approach in consultation with DBC, whereby the present affordable housing pressures within the local area can be considered and factored in. DBC Housing has confirmed that while the oversupply of 1- or 2-bed apartments is a concern, given DBC's shortages for socially rented larger family housing, the present proposal to provide 4no. larger homes (4-bed) all for social rent is welcomed and would directly address local need which is seen as a balance against the over provision of 1- and 2-bedroom apartments. DBC Housing is therefore satisfied with the proposed affordable housing mix and raise no objection to the proposals.

6.112 It is noted that the mix of the affordable housing in respect of type and size compared to market provision will be considered again as future Redrow phases in Alkerden South are progressed. The EDC has advised the applicant that further moves to address the oversupply of 1- and 2-bed units compared to 3- and 4-bed provision will be monitored closely as plans progress through pre-application before formal RM submission.

6.113 Overall, the addition of larger affordable rented family sized housing from the original submission is welcomed in accordance with Policy CS19. While RM1 secured a higher proportion of affordable housing than required by the s106, it is acknowledged that this 'over-provision' will be temporary as future Redrow phases come forward and balance out the overall housing provision and the OTM to meet the s106 requirements, although the early approval of affordable housing is welcomed. Considering the acceptance of the affordable housing proposals by DBC Housing, whilst the proposals do not currently meet the requirements of the s106 on this Phase, it is accepted the principle of a strategic approach across all parcels in Alkerden South accords with the s106 and as such the proposal is considered acceptable on this basis.

6.114 Affordable houses have been embedded within the proposals and are tenure blind in design terms. The houses are located together fronting the Primary Street, however given the wider provision of affordable housing across the Redrow phase they are considered to be sufficiently pepper potted across the development and avoiding an over concentration in any one particular area.

Parking

6.115 The NPPF strongly advocates consideration of the impacts of development on transport networks and infrastructure, management and appropriate mitigation of environmental impacts arising from traffic and transport infrastructure, and promoting development in locations which are, or can, be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. It identifies that opportunities to promote walking, cycling and public transport use should be pursued and recognises that patterns of movement, streets, parking and other transport considerations as being integral to the design of schemes, contributing to making high quality places (paragraph 104). Policy CS15 of the Dartford Core Strategy endorses measures to manage transport demand including support for Fastrack. This policy also encourages mixed use development and close interrelationship between different land uses as well as the provision of Fastrack to minimise car use and make effective and sustainable use of the transport network. The Ebbsfleet Implementation Framework seeks to deliver safe, integrated and accessible transport systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport. The Framework also seeks to promote legible networks across Ebbsfleet to help people connect with each other and between the new and existing communities (Delivery Theme 3 – Connected People and Places). Emerging policy S1 of the Pre-Submission Dartford Local Plan (to which full weight cannot be applied) supports sustainable development which minimises the necessity to travel by private vehicles.

6.116 In respect of the individual phases of development in EQ, the overall impact of traffic movements has been established under the OPP. No greater parking demand or traffic movements would be generated by this permission than assessed under the OPP. A separate assessment is therefore not necessary in this instance.

6.117 The outline consent for EQ recognises that development of a site at this scale offers unique opportunities to establish its own strategy which maximise benefits offered by sustainable transport initiatives. It therefore sets out a requirement under the s106 Agreement for submission of a Parking Management Plan (PMP). The PMP was approved alongside the AMP/DC for Alkerden and confirms a set of objectives which are based around the philosophy of managing car use and reducing convenience of the car. This is supported by master planning principles that priorities the location of the Fastrack corridor, seeks convoluted vehicular routes, and the creation of walkable neighbourhoods through the provision of accessible infrastructure, together with good amounts of open space and well-connected pedestrian and cycle links. The vision for EQ is therefore a 'public transport orientated development' where the principle that the use of 'walking, cycling and public transport to meet daily travel needs will challenge the historic default use of the car' (PMP paragraph 2.1.2) has been embedded and thereby fosters a healthier lifestyle and promotes community interaction. Building on this vision and based on empirical evidence and surveys of EQ, the PMP also sets out appropriate parking standards to be applied throughout the village. These are the standards against which applications for reserved matters should be assessed.

6.118 The EDC has subsequently produced guidance in the form of the Sustainable Travel Strategy (STS) which promotes a 5-step approach to promote the use of sustainable travel and align parking provision appropriately, locating parking discretely, enabling vehicle charging and ensuring proactive management of parking in the future. This approach has been endorsed by KCC Highways and DBC. In addition to the PMP, the STS is a material consideration in the determination of planning applications in Alkerden. Within the most highly accessible areas of EQ, it sets out parking standards which are more ambitious than those in the PMP, taking into account the proximity to a range of public transport, walking and cycling options. Given the highly

sustainable location of the site and the more up-to-date evidenced-based analysis of the STS, this more ambitious guidance is a preferential parking standard for this application.

Proposed Parking -

6.119 The proposed scheme utilises a number of parking typologies to sensitively incorporate parking into the development and ensure visual impact of parking on the public realm is minimised. Parking for houses is predominately provided on plot within a carport/garage with a 2nd tandem space available to the rear (49%). 7 allocated parking spaces (5% of parking) will be located in the public realm as parallel or perpendicular parking close to the plots they serve. 40 parking spaces for the apartments are provided in 4no. small parking courts serving between 7-11 spaces, which is supplemented by understorey parking provided to flat blocks L and M situated at the southern termination of the View Corridor.

6.120 On-street parking opportunities have been minimised as per the PMP, accordingly a total of 17no. on-street unallocated visitor parking spaces are provided as parallel spaces within the Laneways, View Corridor and Secondary Street. The applicants have noted that 1 space is the reprovision of a space previously approved under RMA 1 which needs to be removed from the north side of Secondary Street due to the outcome of further RSA on the design of RM1. The applicants have sought to relocate this space in RMA 2, on the east side of the Secondary Street, under the current application and will later seek its removal from the RM1 scheme by way of an amended application. Informally EDC officers have confirmed that the preference would be to have a replacement in RM1 or as close as possible to the original position. Given the parking space now proposed is on the opposite side of the carriage way to the original it is supported in principle as a reprovision from RM1 and given this context the space will not be counted as part of the parking assessment reviewed below for RM2.

6.121 The Secondary Street, Mews Streets, and the View Corridor are all intended to be offered for highway adoption. The layout includes several shared surface private roads and courtyards which provide access to parking for a small number of houses, or flat blocks respectively. Pedestrian routes have been amended to extend through the eastern Laneway and the material choice has been updated to help these feel less like private driveways. It is anticipated that the areas under private ownership will be controlled by a management company.

6.122 The total proposed parking provision for the Site including all allocated and unallocated parking within the public realm, parking courts, on plot to the rear of dwellings or within garages/carports, and as 2nd tandem spaces, is set out as follows against the PMP and STS:

Table 3: Parking and Cycle Provision Numbers

Type	**STS Requirements – Highly Accessible & Well-connected Area Combined**	**PMP Requirements**	**No. Spaces Proposed** (inc. all proposed parking)
Residential: 1 & 2-bed flats 3-bed houses 4-bed houses	 21.6 to 35 13.2 to 21 27.3 to 77.7 Total 62.1 to 133.7	 37 18 84 Total: 139	 37 20 80 Total: 137
Visitor	20% of total: 12.4 to 26.74	2 spaces per 10 homes = 18.2	16 (+ 1 space re-located from RM1)

Van	Non-applicable	1 space per 20 homes = 4.55	0
Total Parking	62-134	162	153
Cycle provision	1 space per bedroom = 268	1 space per bedroom = 268	1 space per bedroom = 268
Car Club	NA	NA	NA

6.123 Both the STS and PMP prescribe garage sizes which seek to ensure convenient access for drivers and passenger as they enter / exit cars parked within a garage, and providing additional space for storage, as well as circulation space for cycles and refuse etc. which may need to pass through a garage whilst a vehicle is parked. Both the STS and PMP also require a semi-open front façade, to avoid garaging being used for general storage rather than accommodating a car. The PMP notes that garages with dimension that are less than standards will count as 50% towards a single parking space.

Table 4: Garage/Carport Sizes

Guidance/Proposals		**Minimum Size**	**Additional Space for Bins and Cycles**
STS		3.60m x 6m	1m to rear or 0.3-0.45m to side
PMP option A		3.30m x 6m	1m to rear or 650-750 to side
PMP option B		3.00m x 7m	1200mm side access which can be separate from the garage
Proposed Garages	G01	3.16 x 6.00	Not applicable given bikes and bins will be provided separately.
	G02	3.09 x 6.00	
	HT. P (all types)	3.00 x 6.15	
	HT SYKS	3.37 x 6.00	
	HT WRDW	3.37 x 6.00	
	HT K	2.77 x 5.60	

6.124 On review of the proposed parking within garages and car ports, it is noted that only the Sykes (8 plots) and Wordsworth (5 plots) house types include garages which fully comply with the PMP Option A dimensions. The remaining house types (excluding House Type K) are considered to generally accord with the PMP Option B dimensions, given they provide at least a 3.00m width, have no rear enclosure due to the through parking tandem space to be accessed which allows a 7.00m depth for parking to be achieved, and propose a separate storage and independent side access for bins and cycles. The integral garage for House Type K (4no. units in total) is however well below the parking standards of the PMP, and the DBC parking standards (minimum dimensions 7.0 x 3.0m) and will be fully enclosed. As such these spaces are to be disregarded in respect of the parking assessment against the PMP, although it is noted that these units each benefit from a second allocated spaces within the public realm. Given the concessions in respect of garage parking for House Type K, the overall parking for the Site is currently calculated at 149 parking spaces overall and is considered to generally accord with the PMP and largely comply with the STS considering the total proposed parking provision occupies the middle ground between the minimum requirements of the PMP and the maximum parking numbers of the STS.

6.125 It is noted that the design of the proposed garage/carports do not comply with the STS and PMP requirement for the frontage to be partially open fronted. The Applicants have argued against this design requirement, raising that the PMP/STS rationale for a partially open frontage is ‘to avoid the garage being used for general storage rather than accommodating a car’. They contend that the design of the proposed garages/carports, which have a 100% open rear façade to facilitate through parking to a 2nd tandem parking space within private gardens, are unlikely to be used for general storage rather than car parking because of the entirely open rear façade

which provides limited security and shielding from the weather, thereby creating an environment which is far less suited to storage. Moreover, they note that on-street parking has been minimised and the garage/carport space provides access to the 2nd parking space. EDC officers note that the PMP garage design options require "a proportion of the front façade must not be enclosed", whereas language in the STS provides that garage frontages should be 50% open for drive-through arrangements. Notwithstanding this, the carport/garage doors as proposed are considered acceptable on the basis that the designs maintain a 100% rear open façade, and that the internal garage/carport parking space provides access to the 2nd tandem on plot parking space located in the rear garden, and on-street visitor parking has been minimised (only 17 overall), thereby endorsing the use of the garage for car parking and minimising the potential for it to be otherwise used for storage. A planning condition is however recommended to secure separate side access gates to all rear gardens achieving a minimum width of 1200mm for the access to separate cycle storage and refuse bins, as per the PMP requirements.

6.126 The parking strategy for the 1- and 2-bedroom apartments comply with the PMP, providing 1 allocated space per apartment within the dedicated car parking courts.

6.127 While visitor parking provision falls below the preferred 20% requirement of the STS, it closely aligns with the standards as set out in the PMP. It is also noted the site lies at the heart of the EQ development site in close proximity to the commercial centre, where general communal parking will be provided, and will be well-connected to the Fastrack corridor as well as the wider road and cycling network. The proposed provision is therefore considered to align with the wider vision for promotion of sustainable travel.

6.128 No specific van parking is proposed to serve the development parcel in accordance with the STS. Van parking for standard transit type vehicles would be possible within visitor spaces or within allocated spaces within the development parcel. Given the sustainable location of the phase and the fact that there is no requirement for van spaces within the STS, zero provision is considered to be acceptable and supported by KCC Highways.

6.129 There is no specific provision for motorcycle parking within the Site. As per RM1 motorcycles would be expected to park within unallocated spaces within car parking courts for apartments, and within garages/carports or allocated parking spaces for the houses. Whilst this provision is not in accordance with the PMP which requires 1 space per shared parking area, plus 1 space for every 20 car parking spaces, the approach is considered acceptable given the STS does not require a specific provision for residential motorcycle parking, and the overall sustainability of the Site combined with the desire to reduce the quantum of parking overall.

6.130 The PMP and STS support the provision of car club spaces for their potential to reduce the need for private car ownership. As the scheme is under 100 units, a car club space is not required by the STS. Accordingly, the proposals do not seek to incorporate a dedicated car club space, however it is acknowledged that 2no. car club spaces have been secured on the Secondary Street within RM1, close to the RM2 site boundary and within a 5-minute walk (400m radius) for all properties proposed in RM2. The applicants supporting information highlights that proposed visitor bays on Secondary Street have the potential to be converted to car club spaces at a later date, should demand for car clubs increase over time. Comments from KCC Highways note that a Traffic Regulation Orders could be required for such a change in the future, noting that changes to parking can create friction for future residents where the loss of visitor spaces can arise, and any provision of car club

spaces based on this strategy would need to sensitively engage local residents before plans were agreed.

6.131 The PMP sets out guidelines for mobility impaired parking for larger, commercial/community car parks and is not explicit on residential parking. No spaces have specifically been identified in the plans as disabled. However, the dwellings that are compliant with Building Regulations Part M4(2) have wider spaces to allow for disabled access. It is not standard procedure for Kent Highways to insist on disabled parking from the outset on development such as this, particularly when the need is not yet known, and no comment has been raised.

Electric Vehicle Charging (EVC) -

6.132 The submitted Transport and Waste Report prepared by Arup confirms all dwellings will have the ability to charge an electric car either on plot or from a parking bay within a car parking court. 74no. Active EVC will be provided with access from first use, and 2no. passive EVC locations (Wiring and cable conduit in place for future use) will be provided in unallocated visitor bays to the northern Mews Street upon the eastern edge. All EV chargers will have a minimum output rating of 7kW in line with STS guidance and will be located discretely either within the garage, or where no garage is provided, on a side elevation (i.e. not facing the public realm) wherever possible or integrated within the entrance porch. Within courtyards, EV chargers will be either wall mounted or free-standing totems. The EV chargers provided for the visitor bays on street, will be located within a landscaped area which is privately managed (not adopted as highway) and will be provided as a free-standing totem. The details provided for EVC is therefore in accordance with the STS, and further details relating to the management of charging points and the specific chargers to be used in each location will be secured by condition.

Cycle Storage -

6.133 The applicant's submission confirms that cycle storage is to be provided in accordance with the PMP and STS which requires a cycle store space per bedroom. Secure and covered cycle parking is to be provided in the rear gardens of houses. Ancillary storage plans for a cycle stores (3m x 1m) and storage shed (1.8x2.4m) have been submitted, however indicative cycle storage layouts within these ancillary buildings appears cramped and poorly accessible, and unable to provide sufficient storage for both cycles and outdoor equipment which is required by the STS (G16). Further details of cycle stores for houses can be required by condition and will seek to secure appropriate cycle storage for 1 adult bicycle per bedroom within a dwelling as per the STS requirements. Cycle parking for apartments is provided in secure, integrated communal storerooms at a rate of 1 space per bedroom in line with the PMP and STS. The stores are provided in relatively prominent locations, easily accessible from the main entrance. Further information related to the internal storage system, external appearance, and lighting of cycle stores will be secured by condition.

6.134 In the public realm 4no. cycle parking stand are shown to the south of View Corridor, between apartment blocks L & M providing 8 cycle parking spaces for visitors to either the apartment blocks or the surrounding public open space and is therefore considered to be an appropriate location for an element of visitor cycle parking. Details of these cycle stands will be secured as part of the street furniture conditions previously discussed above.

Summary –

6.135 Overall, the approach to parking has been carefully considered and largely follows the process endorsed by the STS. The proposals strike a balance between the requirements of the PMP and the STS, both of which seek to lower the reliance on the car through the promotion of public transport and active travel modes. EV charging and cycle parking provision have been well provided for, and car club provision will be available to all future residents within a 5minute walk. The approach to highways and parking has been reviewed by KCC who raise no objection to the proposals. Subject to the recommended conditions, the approach to highways and parking is supported.

Sustainability

6.136 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. Section 14 sets out policies to meet the challenge of climate change and identifies the planning system should support the transition to a low carbon future including through support of renewable and low carbon energy and associated infrastructure (paragraph 152). Policy CS23 of the Dartford Core Strategy seeks to embed measures to minimise carbon emissions through energy efficiency and use of renewable energy, requiring developments to explore passive design and allow the potential for zero carbon through later retrofitting. Policy CS25 of the Core Strategy seeks to manage the supply and quality of water and wastewater and assist in moving towards 'water neutrality' in the Thames Gateway. Emerging Pre-Submission Local Plan policy M3 (to which full weight cannot be applied) sets out that all residential development must demonstrate delivery of the water efficiency level of no more than 110 litres per person per day for all dwellings. The policy also requires major residential development to achieve a minimum on-site reduction in regulated carbon emissions of at least 19% beyond Part L Building Regulations, however, this does relate to the former Building Regulations which have now been updated by the 2022 version. The same policy also states developments of over 100 dwellings should demonstrate additional use of zero/low carbon technology features.

6.137 A Sustainable Construction Code and Water Conservation Plan have been secured as strategic documents for the whole of EQ in accordance with conditions 23 and 24 of the OPP which sets out methodologies and parameters that should be implemented for all developments across EQ. These strategies generally align to the current Building Regulations Part L and commits to water consumption of 105 litres per person per day. The strategies also encourage consideration of additional measures that could be implemented to improve the performance of buildings. It is understood the housebuilders are under contractual obligation with the Site wide landowner to comply with these requirements.

6.138 An Energy and Sustainability Statement produced by FES has been submitted with the application. The statement identifies that the proposed works fall under the scope of Approved Document L 2021 which sets minimum fabric energy efficiency standards and a maximum CO2 emission rate for residential buildings. The statement identifies the development is to follow a 'Fabric First' approach through the 'Be Lean, Be Clean, Be Green' energy hierarchy, embedding principles of sustainability in the building design before 'add-on' renewable technologies are considered. It also confirms that the development will meet the water target of 105 litres per person per day as required by the OPP, achieved through the installation of specific sanitary ware fittings and reductions calculated for the presumed 'external use' and standard 'normalisation factor'. A condition is recommended to secure compliance with this strategy.

6.139 In respect of renewable technologies, the energy statement confirms that photovoltaic (PV) are a viable option and would be the most cost-effective solution to a site CO2 reduction. As a result, Redrow Homes will install PV on the apartments, and offer PV as an optional extra on the residential dwellings. Air Source Heat Pump (ASHP) which extract heat from the outside air utilising this energy to heat water for space heating and hot water use within the dwelling will be installed on all houses.

6.140 As a result of the combined approach, the Site wide proposals will permanently reduce regulated carbon emissions by 58.46% and the proposed energy demand by 13.10% over the baseline under Building Regulations Part L 2021. This is a significant betterment and demonstrates that the proposed development will have a reduced reliance on gas and electricity. As Building Regulations Part L 2021 has a 32% improvement compared to previous Building Regulations it is comparative to an 60.3% approx. reduction comparing to Building Regulations Part L1a 2013, which goes significantly beyond the requirement to meet building regulations, as secured under the outline consent, meeting instead the new requirements of emerging local plan policy. The approach to energy saving and carbon reduction is therefore strongly supported. Recommended conditions 10 and 11 require detail of the location, appearance, form and technical specification of the ASHPs and PV panels in order to ensure these comply with the proposals set out in the Energy Statement and that they will not compromise the appearance of the dwellings or apartments.

Ecology

6.141 The details of ecological works, mitigation measures and monitoring have been secured under the OPP. On-site and future works are being monitored by KCC Biodiversity Officers. The relevant ecological mitigation and site clearance has already been carried out at the Site and this application relates only to the built footprint of part of the Site within Alkerden. In this instance, however, it has been established through a recent site visit that previously cleared land has become re-vegetated. It is therefore possible that the Site is being used by protected/notable species (including breeding birds).

6.142 Updated comments from KCC Ecology confirm that as vegetation has only established in the last 6 month (since survey information from Middlemarch ecologists confirm surveying took place in February 2023) they are satisfied that it is unlikely that significant populations of protected species will have established on site and the vegetation can be cleared under an ecological watching brief to ensure the works avoid a breach of wildlife legislation. As recommended by KCC, a pre-commencement condition has been agreed with the applicant which requires vegetation within the Site to be cleared under an ecological watching brief. KCC have clarified that given that the vegetation has only recently established they are satisfied that details of the methodology to clear the vegetation does not need to be provided. They do however encourage clearance to be carried out as soon as possible and recommend management is implemented to ensure the Site remains as bare ground until construction works commence.

6.143 A core principle running through the NPPF is the protection and enhancement of biodiversity. Paragraph 180 requires that opportunities to improve biodiversity in and around developments should be integrated as part of their design.

6.144 A Site Wide Biodiversity Action Plan (BAP) has been secured for Alkerden and Ashmere in accordance with condition 15 of the OPP which recognises that while the built environment will not be primarily designed for biodiversity, careful design can

add value and biodiversity can be enhanced. KCC Bio-diversity Officers have confirmed that native and wildlife friendly planting has been incorporated into the proposed planting with 25% native trees and shrubs and 25% ornamental species (wildlife friendly), and the remainder being ornamental tree and shrub species, compliant with the approved BAP.

6.145 Species specific measures to be included as part of the development coming forward in Alkerden and Ashmere are also identified in the BAP and a limited number of features are relevant to RM applications for residential buildings, including:

- bird boxes to be provided at 5 per hectare (total 285);
- Bat roost features to be included within the buildings in the main development area (total 50 for Alkerden and Ashmere); and,
- Green roofs are to be provided as 20% of total roof areas of buildings with a roof area greater than 250 m2.

6.146 While the applicant has proposed the inclusion of 5 bat and 8 bird boxes, the quantity should be increased to meet the BAP requirements. KCC's Bio-diversity Officer recommends a range of bird and bat boxes should be installed to benefit as many species as possible, and has provided further advice on the appropriate location for these features. It is considered appropriate to condition these details to ensure these features are secured in appropriate quantities, suitably sited, and managed which the applicant has agreed to. Additional requirements for the consideration of hedgehog highways and bee bricks in relation to boundaries is also recommended under condition 9 in accordance with paragraph 180 of the NPPF. Subject to these conditions, it is considered that suitable ecological mitigations are in place and the development is acceptable with regards to any ecological impact, and has taken appropriate opportunities to improve and enhance biodiversity through the design.

6.147 The applicants have acknowledged the requirement to provide green roofs under the BAP but have confirmed that it is not possible to consider the extent of such a provision until the extent of PV is known. A condition is therefore recommended to secure green roof provision in accordance with the BAP, but also balance the sustainable/energy strategy of the applicants and their proposals for PV on the apartment blocks.

<u>Other Issues</u>

Environmental Impact Assessment (EIA) -

6.148 The outline permission was identified as being EIA development and the likely significant effects of the development on the environment were identified and assessed at the time of the outline application. If effects arising from the proposals set out in an application for approval of reserved matters were not identified or identifiable at the time of a decision to grant outline planning permission and were therefore not assessed at the time of that decision, then an assessment must be undertaken at the reserved matter stage. However, it is EDC officers' opinion that all likely significant environmental effects were identified and assessed as part of the outline permission application process and that the information before the planning authority is adequate to assess the significant effects of the development on the environment, and therefore it is not necessary to serve a notice seeking further environmental information.

Habitats Regulation Assessment -

6.149 Projects likely to have a significant effect upon a protected site are to be subject to an Appropriate Assessment of their implications for the Site in the context of its conservation objectives, provided that the project is not directly connected with or necessary to the management of the protected site.

6.150 Policy DP25 of the DDPP requires large residential developments located within 10km from the North Kent European Protected sites (that are located outside the Borough) to undertake a Habitats Regulation Assessment to demonstrate that the mitigation measures proposed are satisfactory to avoid potential adverse recreational effects to protected features. These European Protected Sites located on the North Kent coast are the Thames Estuary and Marshes Special Protection Area (SPA) / Ramsar (wetland sites of international importance), the Medway Estuary and Marshes SPA / Ramsar, and the Swale SPA/ Ramsar sites.

6.151 In this instance the development is situated within 10 km 'as the crow flies', and is therefore likely to impact on the Thames Estuary and Marshes Special Protection Area (SPA), one of the North Kent European Protected Sites. An assessment of the likely impacts from the development at EQ was undertaken at the time of the outline permission in connection with the proposed mitigation measures. The S106 agreement in relation to Ashmere and Alkerden sets out mitigation measures in the form of a negative restriction on any development, prohibiting implementation of a planning consent without payment of a tariff based financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMS) – currently £20.94 per dwelling – which pools money from local authorities to spend on measures to mitigate recreational disturbance as a result of new development.

6.152 Following subsequent judicial clarification of the legal position, it is now established that the requirement for an Appropriate Assessment cannot be screened out on the basis of the mitigation measures proposed. In this circumstance, to ensure legal compliance, an Appropriate Assessment is required to be undertaken at the reserved matters stage. In the context of this application for approval of reserved matters EDC officers have carried out an Appropriate Assessment in order to assess whether any adverse impact on the integrity of the Thames Estuary and Marshes SPA can be ruled out. The Appropriate Assessment concludes that, taking into account the mitigation measures proposed in the s106 agreement, the proposal will not adversely affect the integrity of the Thames Estuary and Marshes SPA. Natural England confirmed at the time of assessing the application for outline planning permission that a SAMMS payment (as secured by the s106 agreement) is appropriate for the development and, pursuant to the conclusions of the Appropriate Assessment in respect of this application for approval of reserved matters, EDC officers are in agreement.

6.153 The S106 has been completed and is enforceable against the land. A separate unilateral undertaking from the applicant for payment of the contribution is therefore unnecessary.

Archaeology -

6.154 Condition 26 of the outline permission requires that details of foundations are provided with any detailed application to ensure that no harm is caused to any archaeological interest. Investigation of archaeological potential at EQ has already been examined in association with conditions 13 and 14 of the OPP and the Historic Environment Framework which was also approved under the OPP. This Framework identifies the application site is located within an area of 19th/20th century quarrying which was excavated to significant depths. It therefore concludes that there is no

potential for redeposited or undisturbed Palaeolithic remains or any potential for remains of other periods. Since this has already been identified by approved documents pursuant to the outline permission and groundworks have already been carried out at the Site, it is not considered necessary that foundation designs are required since no harm would arise, particularly at that depth. It is therefore considered that the application of condition 26 is not appropriate in this instance and foundation designs have not been requested.

Drainage -

6.155 A strategy for the general handling of surface water and foul water has been secured by the Water Management Plan under the outline permission. Proposals for detailed design are required to accord with the strategy set out in this document. A Surface Water and Foul Drainage Strategy Report has been submitted with the application which makes reference to the Water Management Plan. In accordance with the Site wide strategy, a piped surface water network will be installed within the highways adjacent to and within the development. The proposed RM2 surface water drainage design sits entirely within 2no. catchment areas, AL30 forming the north-east section and AL33 forming the southern triangular tip. The AL30 catchment is intended to connect to a piped network within the internal roads, joining to the Secondary Street and discharging into the swale in the MUP to the West. The AL33 catchment would drain to a piped network in the View Corridor which ultimately discharges into Castle Hill Lake located to the south of the development. Full surface water calculations have been carried out to ensure that sufficient capacity is available based on the proposed layout. Results show that there is no flooding within the Site for the critical 1 in 100 year +40% climate change event. In terms of foul water drainage for the development this is discharged to the strategic network, within the highways, via a gravity connection. KCC have been consulted and confirm that officers have no objections to the proposals, as does Southern Water.

Broadband -

6.156 A Utilities Framework has been secured under the outline consent as strategic documents for the whole of EQ in accordance with condition 16. The report identifies super-fast Fibre to the Home (FTTH) will be installed to offer broadband and television services and terrestrial digital Freeview. Service providers would have the option of renting/leasing circuits on the GTC fibre network which enables the occupants the possibility to choose their own service providers since there is no exclusivity agreement. The broadband access will be gigabit capable in the interests of future-proofing and will be installed to each property prior to occupation, providing good connectivity and enabling residents to work from home, thereby reduction demand on travel. Since provision is secured under the outline consent, no further controls are required under this application.

Condition 25 – Outstanding Issues -

6.157 All relevant matters listed in condition 25 of the outline permission (in relation to details required for reserved matters applications) have been addressed in the application and there are no outstanding issues.

6.158 The final detail design of some of the items, such as specific materials for the external appearance of the houses and apartments, boundary designs, hard and soft landscaping, cycle storage, electric meter services and street and external lighting can be secured by condition.

6.159 Details of signage and interpretation are required under condition 25. Indicative locations for a Monolithic pre-cast concrete feature sign, a totem pole entrance signage and information boards to community orchard and planters are included on the submitted plans which are considered acceptable in principle. Full details for signage will be secured by planning condition and may need to be considered under the Advertisement Regulations, as necessary. This will be advised by way of an informative.

Local Employment –

6.160 An Employment Action Plan is secured under the S106 agreement associated with the OPP. This requires the owner to use reasonable endeavours to implement a plan from the start to the completion of the development, to encourage the employment of local residents and local companies as a contribution to the regeneration of the local economy. The EDC is working with the major landowner to help implement the effective implementation of this plan in line with EDC objectives for local employment. Additionally, Redrow have confirmed they intend to accord with the EDC local employment initiative and are committed to contributing to the EDC's monitoring of social value.

7.0 FINANCIAL CONSIDERATIONS

7.1 Regard should be had to any local finance considerations so far as material to an application for planning permission and while this is not material to this application for the approval of reserved matters, financial benefits will accrue to the area if approval is granted. The Government wishes to ensure that the decision-making process for major applications is as transparent as possible, so that local communities are more aware of the financial benefits that development can bring to their area. In this area the following benefits to the public purse accrue from development - New Homes Bonus (which is a local finance consideration) and Council Tax for new dwellings.

8.0 HUMAN RIGHTS

8.1 The application has been considered in the light of the Human Rights Act 1998 and it is considered that the analysis of the issues in this case, as set out in this report and recommendation below, is compatible with the Act.

9.0 PUBLIC SECTOR DUTY

9.1 In determining this application, regard has been had to the Public Sector Equality Duty (PSED) as set down in section 149 of the Equality Act 2010, in particular with regard to the need to –

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. It is considered that the application proposals would not undermine objectives of the Duty.

9.2 It is considered that the application proposals would not conflict with objectives of the Duty.

Agenda Item: 07

PLANNING ACTIVITY REPORT – Q4 2022/23

1. Background

1.1 The Ebbsfleet Development Corporation, as a Local Planning Authority, has a requirement to collect and submit data to the Department for Levelling Up, Housing and Communities (DLUHC) on the time taken to determine planning applications and the quality of decisions.

1.2 The approach to planning performance is published by the government in a document entitled 'Improving Planning Performance – Criteria for designation'. This document covers performance in relation to both speed and quality of decisions and was most recently updated in October 2022.

1.3 The performance thresholds for the reporting period are: -

- Speed Major Developments: to determine 60% of applications within 13 weeks.
- Speed Non-Major Developments: to determine 70% of applications within 8 weeks.
- Quality Major Developments: to have no more than 10% of appeals overturned
- Quality Non-Major Developments: to have no more than 10% of appeals overturned

1.4 It should be noted that the quality of decision making in relation to appeals is calculated on the basis of the number of schemes overturned in the context of the overall number of decisions made by an authority during the assessment period.

1.5 This paper provides EDC Planning Committee with the statistics for Q4 of 2022/23.

2. Statistics

2.1 Annex A contains a series of charts showing data concerning the determination of planning applications.

2.2 Figure 1 shows the number of applications received and determined for the year by quarter. During the period 1 January 2023 to 31 March 2023 the Corporation received 14 planning applications which fall within the statutory returns. During this same period, the Corporation determined 14 such planning applications.

2.3 Applications can be subject to a bespoke determination timescale which is agreed between the applicant and the local planning authority. These can be in the form of a Planning Performance Agreement (PPA) or a Planning Extension Agreement (PEA). Of the Decisions this quarter 7 of these decisions were subject to either a Planning Extension Agreement (PEA) or a Planning Performance Agreement (PPA).

2.4 Figures 2 & 3 show performance against the targets for major and non-major applications set out in para 1.3.

The overall performance for the period 1 January 2023 to 31 March 2023 is:

- 'Major application' within time or within time agreed is 100%.

- ‘Non-major applications’ within time or within time agreed is 100%.

The overall current annual performance is:

- ‘Major application’ within time or within time agreed is 100%.
- ‘Non-major applications’ within time or within time agreed is 100%.

2.5 The EDC received no planning appeal decisions during the quarter.

3. Advice and analysis

3.1 This report is submitted for information and enables EDC planning committee to monitor the work of the planning team.

3.2 It should be noted that the activity outlined in these performance statistics relates to only those applications which are covered under the statutory reporting process. EDC considers a substantial number of other applications including pre-application enquiries, condition discharge applications and non-material amendment applications which do not get captured in these numbers.

3.3 The overall activity for the quarter including those applications not formally reported shows 37 being received and 25 being determined.

4. Financial and legal implications

4.1 Planning income for January 2023 – March 2023 was £34,493.00 Annex B (Figure 1) shows the planning application fees received. The quarterly breakdown across the year was as follows:

- Apr - Jun 2022 = £111,417
- Jul – Sept = £63,468
- Oct - Dec 2022 = £100,834.00
- Jan – March 2023 = £34,493.00

4.2 If the Local Planning Authority is designated as non-performing then applicants would have the choice of submitting applications to the Planning Inspectorate, which would include the fee. This would not only take control away from the Corporation but would reduce income.

4.3 There are no legal implications arising directly from this report.

5. Recommendations

5.1 This report is submitted for information to assist the committee in monitoring Development Management activity and therefore there are no recommendations for the committee to consider.

Annex A: Applications

Figure 1: Number of applications received and determined per quarter

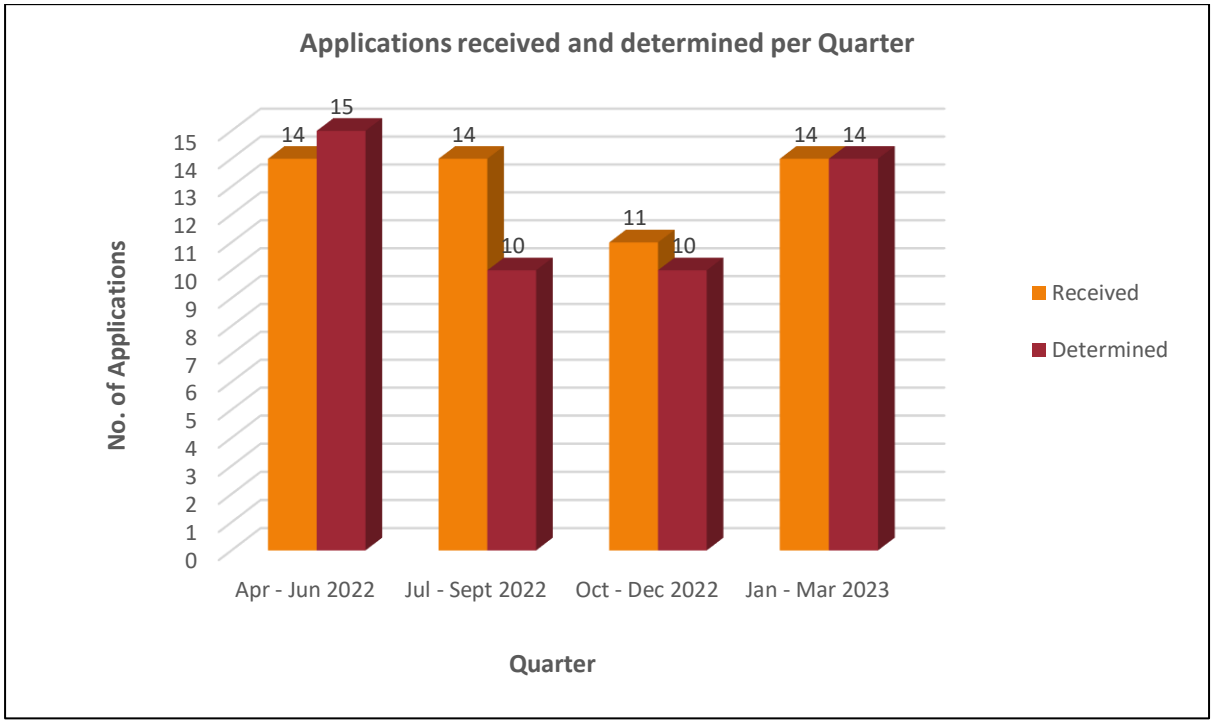


Figure 2: Percentage of Major Applications determined against the statutory performance target per quarter.

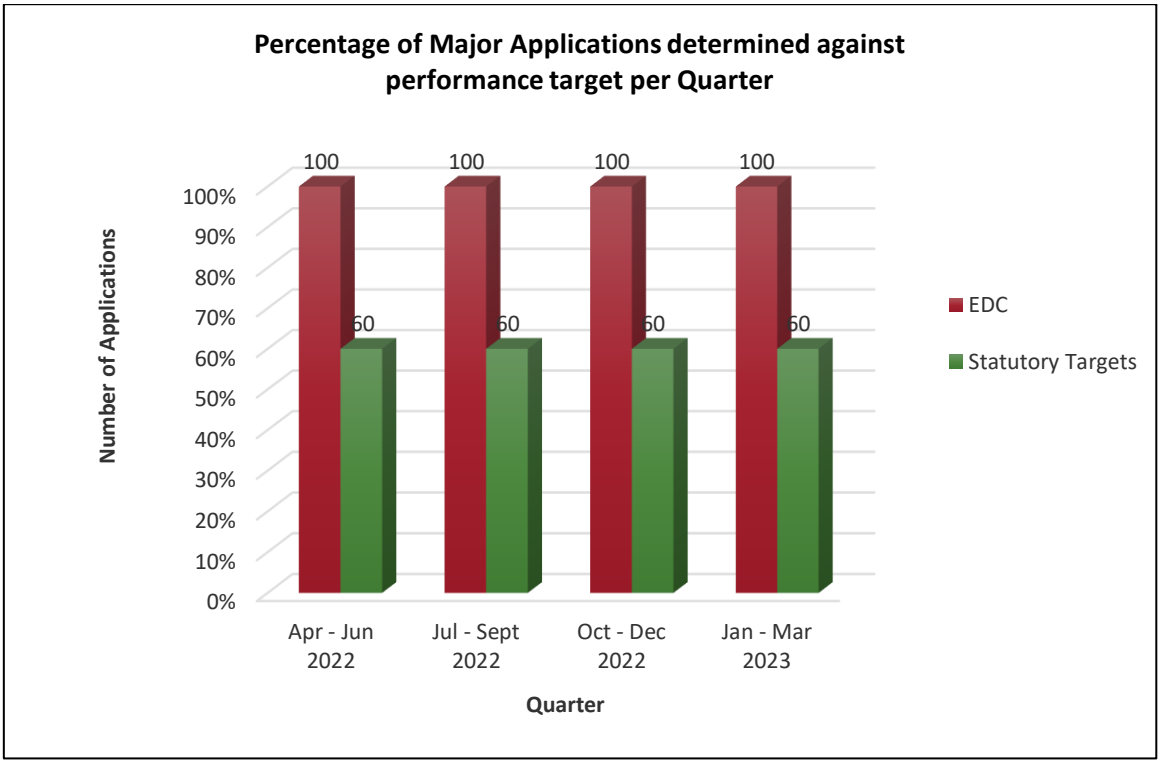
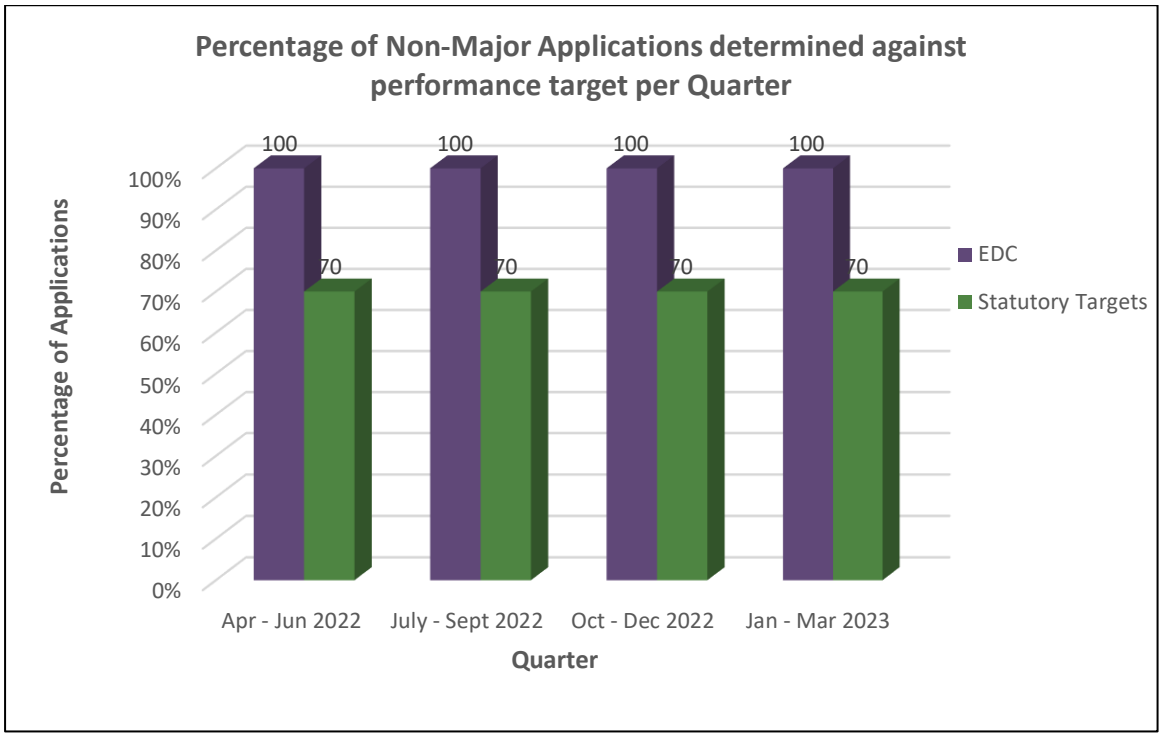
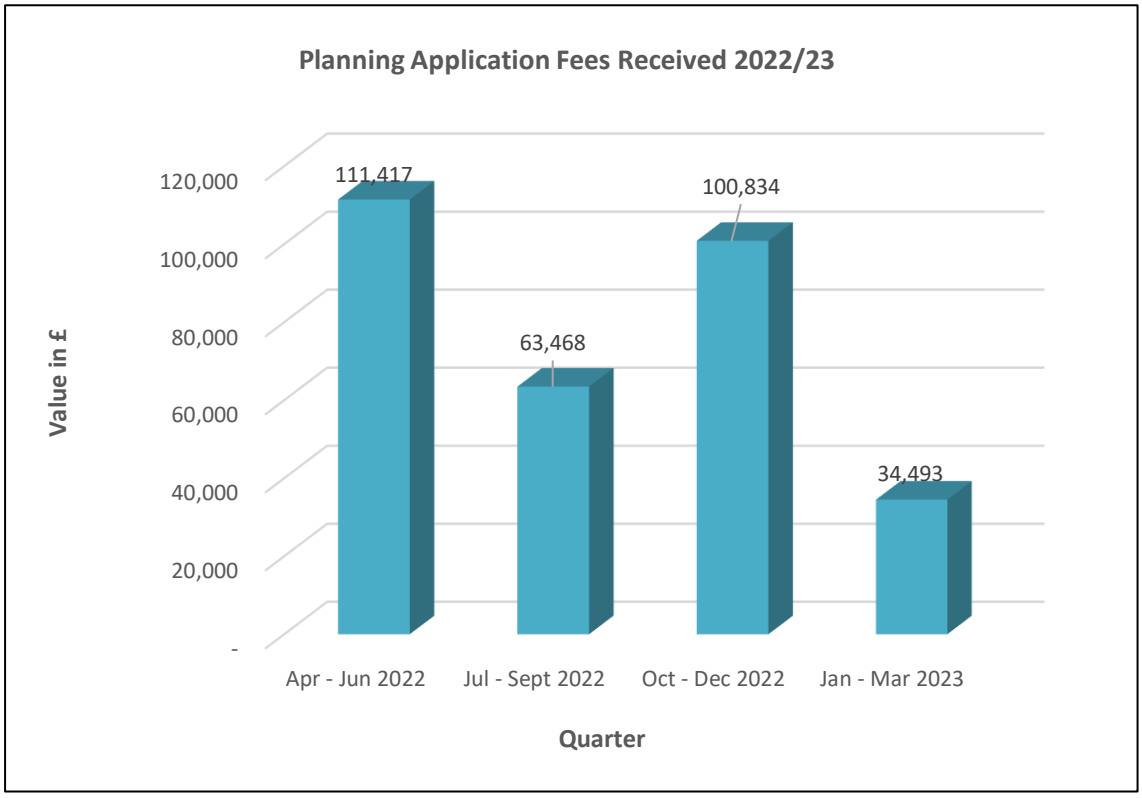


Figure 3: Percentage of Non-Major Applications determined against the statutory performance target per quarter.



Annex B: Planning Fees

Figure 1: Planning application fees received per quarter.



Agenda Item: 07

PLANNING ACTIVITY REPORT – Q1 2023/24

1. Background

1.1 The Ebbsfleet Development Corporation, as a Local Planning Authority, has a requirement to collect and submit data to the Department for Levelling Up, Housing and Communities (DLUHC) on the time taken to determine planning applications and the quality of decisions.

1.2 The approach to planning performance is published by the government in a document entitled 'Improving Planning Performance – Criteria for designation'. This document covers performance in relation to both speed and quality of decisions and was most recently updated in October 2022.

1.3 The performance thresholds for the reporting period are: -

- Speed Major Developments: to determine 60% of applications within 13 weeks.
- Speed Non-Major Developments: to determine 70% of applications within 8 weeks.
- Quality Major Developments: to have no more than 10% of appeals overturned
- Quality Non-Major Developments: to have no more than 10% of appeals overturned

1.4 It should be noted that the quality of decision making in relation to appeals is calculated on the basis of the number of schemes overturned in the context of the overall number of decisions made by an authority during the assessment period.

1.5 This paper provides EDC Planning Committee with the statistics for Q1 of 2023/24.

2. Statistics

2.1 Annex A contains a series of charts showing data concerning the determination of planning applications.

2.2 Figure 1 shows the number of applications received and determined for the year by quarter. During the period 1 April 2023 to 30 June 2023 the Corporation received 15 planning applications which fall within the statutory returns. During this same period, the Corporation determined 12 such planning applications.

2.3 Applications can be subject to a bespoke determination timescale which is agreed between the applicant and the local planning authority. These can be in the form of a Planning Performance Agreement (PPA) or a Planning Extension Agreement (PEA). Of the Decisions this quarter 5 of these decisions were subject to either a Planning Extension Agreement (PEA) or a Planning Performance Agreement (PPA).

2.4 Figures 2 & 3 show performance against the targets for major and non-major applications set out in para 1.3.

The overall performance for the period 1 April 2023 to 30 June 2023 is:

- 'Major application' within time or within time agreed is 100%.

- ‘Non-major applications’ within time or within time agreed is 100%.

The overall current annual performance is:

- ‘Major application’ within time or within time agreed is 100%.
- ‘Non-major applications’ within time or within time agreed is 100%.

2.5 The EDC received no planning appeal decisions during the quarter.

3. Advice and analysis

3.1 This report is submitted for information and enables EDC planning committee to monitor the work of the planning team.

3.2 It should be noted that the activity outlined in these performance statistics relates to only those applications which are covered under the statutory reporting process. EDC considers a substantial number of other applications including pre-application enquiries, condition discharge applications and non-material amendment applications which do not get captured in these numbers.

3.3 The overall activity for the quarter including those applications not formally reported shows 54 being received and 41 being determined.

4. Financial and legal implications

4.1 Planning income for April 2023 – June 2023 was £153,483.00 Annex B (Figure 1) shows the planning application fees received. The quarterly breakdown is given as follows:

- Apr - Jun 2023 = £153,483.00

4.2 If the Local Planning Authority is designated as non-performing then applicants would have the choice of submitting applications to the Planning Inspectorate, which would include the fee. This would not only take control away from the Corporation but would reduce income.

4.3 There are no legal implications arising directly from this report.

5. Recommendations

5.1 This report is submitted for information to assist the committee in monitoring Development Management activity and therefore there are no recommendations for the committee to consider.

Annex A: Applications

Figure 1: Number of applications received and determined per quarter

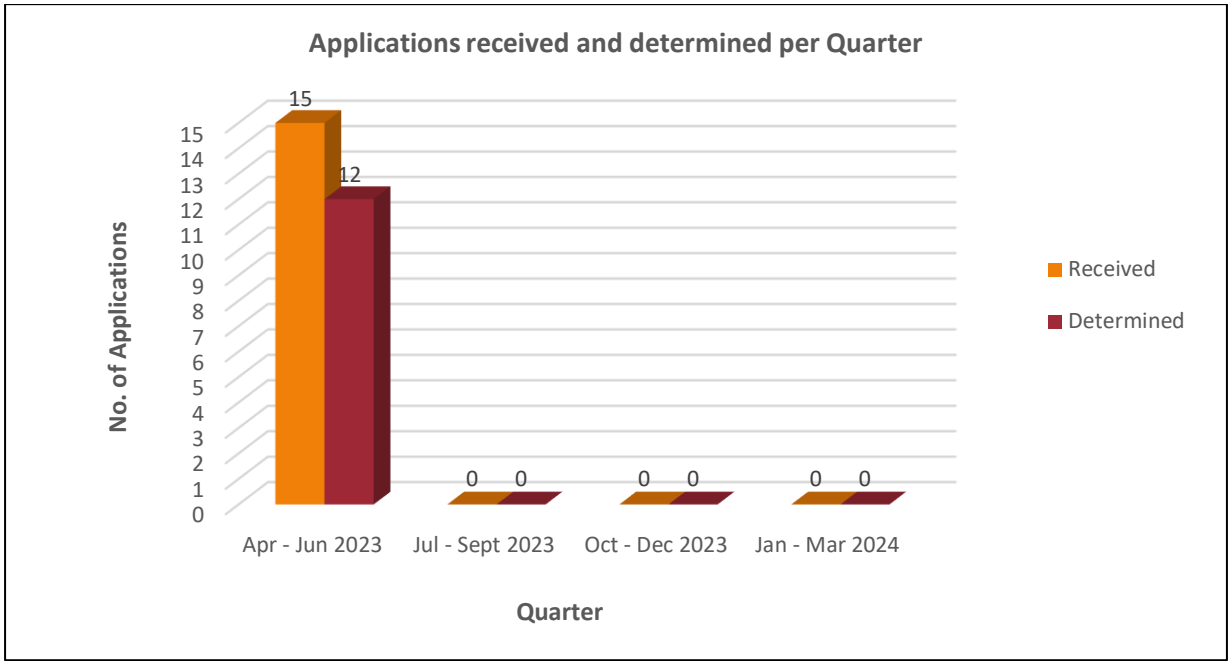


Figure 2: Percentage of Major Applications determined against the statutory performance target per quarter.

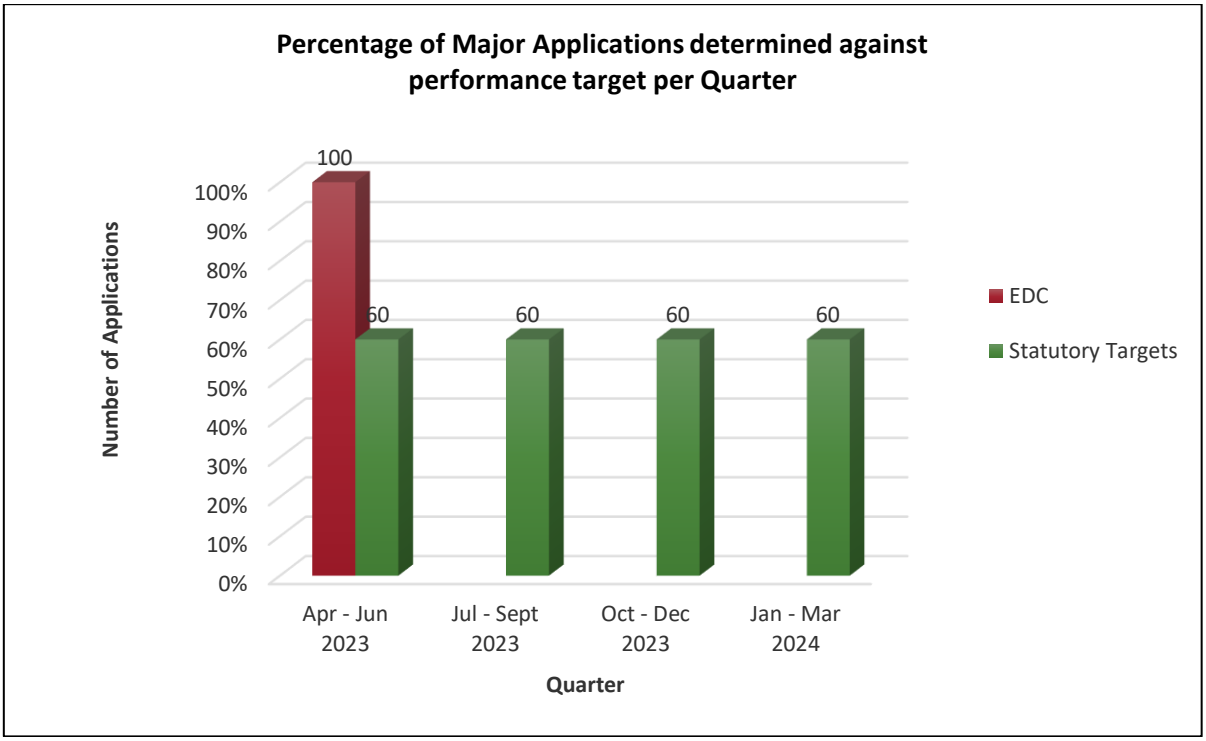
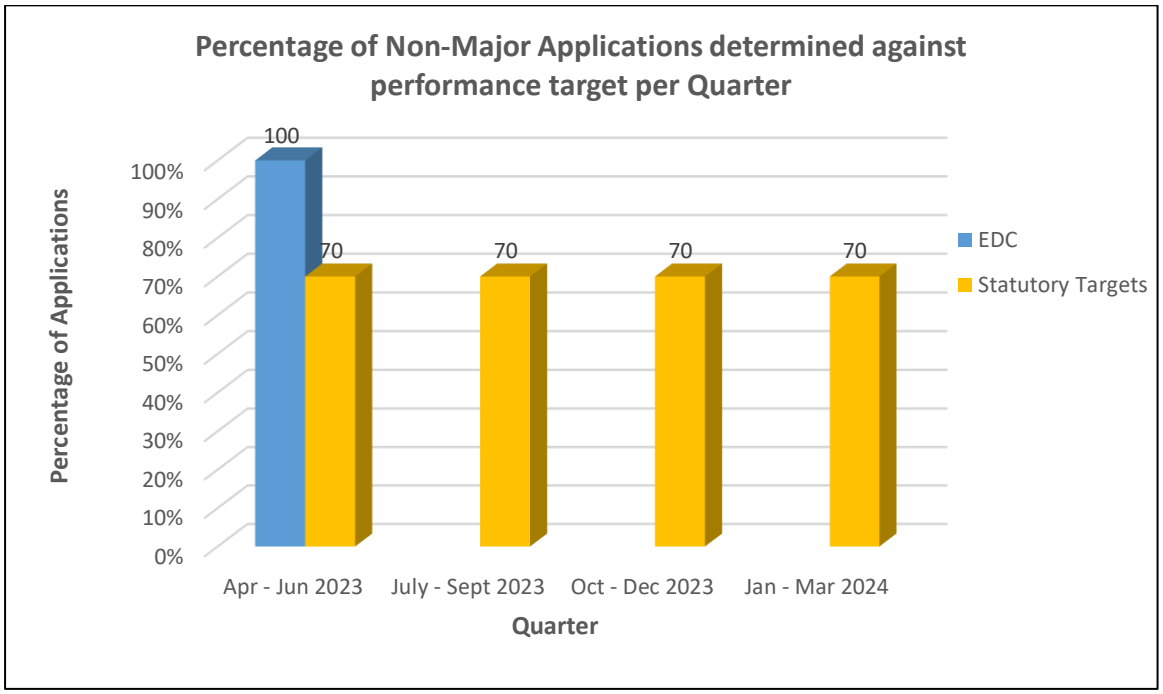
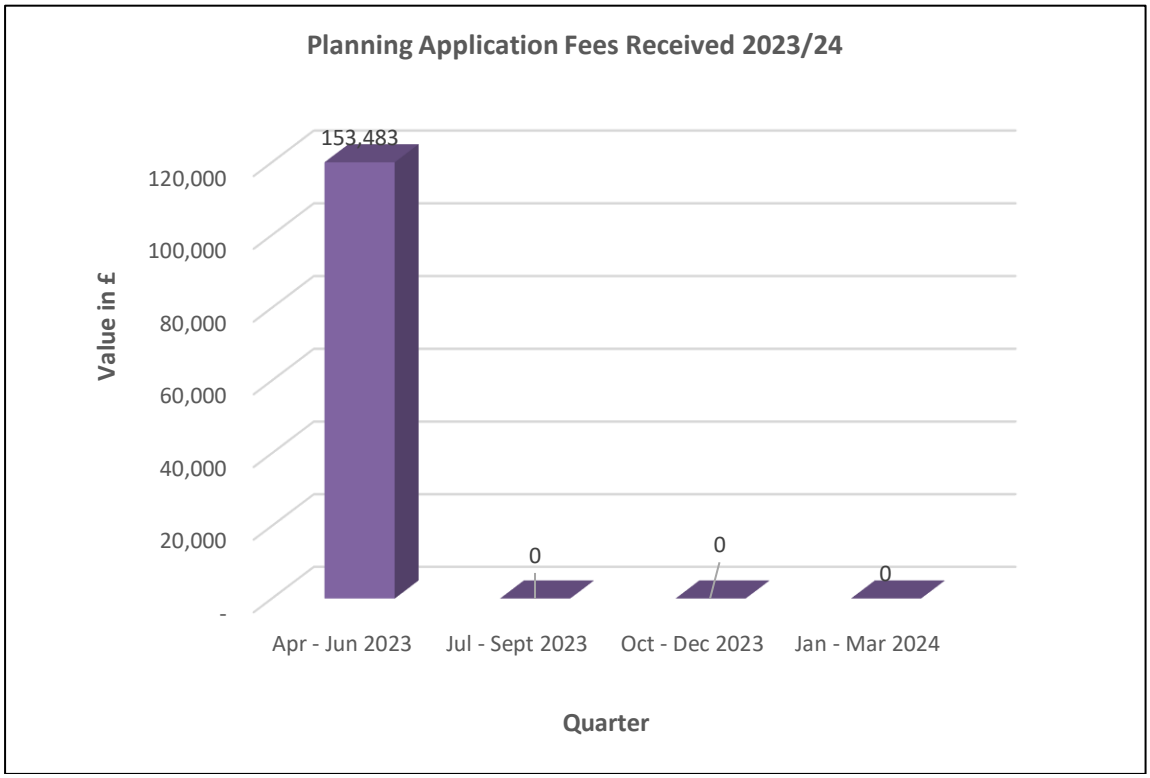


Figure 3: Percentage of Non-Major Applications determined against the statutory performance target per quarter.



Annex B: Planning Fees

Figure 1: Planning application fees received per quarter.



Agenda Item: 08

LIST OF APPLICATIONS DETERMINED UNDER DELEGATED POWERS

Period for Report: March – June 2023

EASTERN QUARRY:

Application Reference: EDC/22/0084 Decision Date: Fri 10 Mar 2023

Location: Alkerden Market Centre Eastern Quarry Watling Street Swanscombe Kent

Applicant: CBRE Planning & Development Team

Proposal: Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for 83 dwellings, non-residential commercial floorspace and associated infrastructure including roads, underground car park and surface water attenuation, together with submission of details relating to a neighbourhood green open space (condition 31) and noise assessment (Condition 28).

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/22/0008 Decision Date: Wed 08 Mar 2023

Location: Alkerden Market Centre Eastern Quarry Watling Street Swanscombe Kent

Applicant: CBRE Planning & Development Team

Proposal: Discharge of conditions 19 & 20 attached to planning permission reference no. EDC/17/0048 relating to submission of an Area Masterplan & Area Design Code for the Alkerden area (update in relation to the Alkerden Market Centre).

Ward: Ebbsfleet

Decision: Condition Discharge

Application Reference: EDC/23/0022 Decision Date: Tue 25 Apr 2023

Location: 5 Farmer Close Castle Hill Ebbsfleet Valley Kent DA10 1DH

Applicant: Mr H Sandhu

Proposal: Erection of single storey rear extension (amendment of approved application EDC/23/0002).

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0015 Decision Date: Tue 18 Apr 2023

Location: 14 Thomas Drive Castle Hill Ebbsfleet Valley Kent DA10 1EX

Applicant: PS Designs Ltd

Proposal: Part conversion of garage into habitable room and installation of 1no. window and 1.no bi-fold door to side of garage.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0046 Decision Date: Wed 03 May 2023

Location: Land Adjacent to Phase 1 Ashmere Village Bean Road Great Eastern Quarry DA10 1FW

Applicant: Countryside Clarion (Eastern Quarry) LLP

Proposal: Non-material amendment to planning permission EDC/22/0186 to amend the location of free-standing sculpture.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0014 Decision Date: Thu 04 May 2023

Location: Unit 3 79 Cherry Orchard Castle Hill Ebbsfleet Valley Kent DA10 1AD

Applicant: Mr Sam Bott

Proposal: Change of use of Unit 3 from use as a shop (Use Class A1), financial and professional services (Use Class A2), café or restaurant (Use Class A3) or hot food takeaway (Use Class A5) to allow use as a shop (Use Class E(a)), financial and provisional services (Use Class E(c)), café or restaurant (Use Class E(b)), dentist (Use Class E(e)), nail bar (Sui Generis) and/or beauty aesthetics salon (Sui Generis).

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/22/0131 Decision Date: Thu 04 May 2023

Location: Castle Hill South Eastern Quarry Watling Street Swanscombe Kent

Applicant: Eastern Quarry Ltd

Proposal: Reserved Matters application (details of access, appearance, landscaping, layout and scale) relating to the installation of public art at Castle Hill South with associated works pursuant to Conditions 2 and 25 part (i) of planning permission DA/12/01451/EQVAR

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0058 Decision Date: Mon 19 Jun 2023

Location: 48 Flint Rise Castle Hill Ebbsfleet Valley Kent DA10 1DL

Applicant: Chibuike Odezugo

Proposal: Garage conversion to habitable room

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0048 Decision Date: Mon 12 Jun 2023

Location: Education Hub Alkerden Eastern Quarry Watling Street Swanscombe Kent

Applicant: Eastern Quarry Ltd

Proposal: Discharge of condition 2 (retaining wall) pursuant to non-material amendment approval EDC/21/0216.

Ward: Ebbsfleet

Decision: Condition Discharge

Application Reference: EDC/23/0035 Decision Date: Fri 02 Jun 2023

Location: Alkerden Market Centre Eastern Quarry Watling Street Swanscombe Kent

Applicant: Henley Developments

Proposal: Non-material amendment to condition 15 of reserved matters approval EDC/22/0084 to make changes to the phased delivery of the commercial car park.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0013 Decision Date: Mon 12 Jun 2023

Location: Castle Hill South Eastern Quarry Watling Street Swanscombe Kent

Applicant: Eastern Quarry LTD

Proposal: Full discharge of Condition 12 (Bird Hide) pursuant to reserved matters approval EDC/17/0164.

Ward: Ebbsfleet

Decision: Condition Discharge

NORTHFLEET EMBANKMENT WEST:

Application Reference: EDC/22/0148 Decision Date: Fri 31 Mar 2023

Location: Land at Former Northfleet Cement Works The Shore Northfleet Gravesend Kent DA11 9AN

Applicant: Bellway Homes Ltd (Thames Gateway)

Proposal: Discharge of condition 3 (Apartment Details) pursuant to reserved matters approval reference no, EDC/21/0081.

Ward: Northfleet and Springhead

Decision: Condition Discharge

Application Reference: EDC/22/0120 Decision Date: Thu 23 Mar 2023

Location: Land East of Hive Lane Former Northfleet Cement Works The Shore Northfleet Gravesend DA11 9AN

Applicant: Bellway Homes Limited

Proposal: Construction of a Pedestrian/Cycle Bridge over the highway.

Ward: Northfleet & Springhead

Decision: Approved Subject to Conditions

Application Reference: EDC/22/0117 Decision Date: Thu 02 Mar 2023

Location: Land at Former Northfleet Cement Works The Shore Northfleet Gravesend Kent DA11 9AN

Applicant: South Eastern Power Networks (Agent: Miss Rachel Woodman)

Proposal: Installation of a 33/11kV primary electricity substation with associated vehicular access and boundary fencing.

Ward: Northfleet & Springhead

Decision: Approved Subject to Conditions

Application Reference: EDC/22/0096 Decision Date: Wed 29 Mar 2023

Location: Land at Former Northfleet Cement Works The Shore Northfleet Gravesend Kent DA11 9AN

Applicant: Bellway Homes Limited

Proposal: Discharge of Condition 33 (Residential Travel Plan) pursuant to outline planning permission reference EDC/16/0004

Ward: Northfleet & Springhead

Decision: Condition Discharge

Application Reference: EDC/22/0093 Decision Date: Thu 30 Mar 2023

Location: Land at Former Northfleet Cement Works The Shore Northfleet Gravesend Kent DA11 9AN

Applicant: Bellway Homes Limited

Proposal: Discharge of condition 2 (Architectural Details) pursuant to reserved matters approval reference no. EDC/21/0081

Ward: Northfleet & Springhead

Decision: Condition Discharge

Application Reference: EDC/23/0034 Decision Date: Fri 28 Apr 2023

Location: Land at Former Northfleet Cement Works The Shore Northfleet Gravesend Kent DA11 9AN

Applicant: Bellway Homes Limited

Proposal: Non-material amendment to outline planning permission reference EDC/16/0004 to amend the Description of Development and wording of Condition 5(a) to allow for a

revised total of up to 567 residential dwellings (Use Class C3) and to amend the wording of Condition 14 to increase the minimum floorspace of the community facility.

Ward: Northfleet & Springhead

Decision: Approved Subject to Conditions

Application Reference: EDC/22/0095 Decision Date: Tue 18 Apr 2023

Location: Land at Former Northfleet Cement Works The Shore Northfleet Gravesend Kent DA11 9AN

Applicant: Bellway Homes Limited

Proposal: Discharge of condition 8 (Boundary Details) pursuant to reserved matters approval reference no. EDC/21/0081

Ward: Northfleet & Springhead

Decision: Condition Discharge

Application Reference: EDC/21/0201 Decision Date: Tue 23 May 2023

Location: Corner Site Junction of High Street Lawn Road Northfleet Gravesend Kent

Applicant: Mr Khaled Khalil

Proposal: Discharge of condition 13 (Verification Report for Contamination) pursuant to planning permission EDC/19/0145.

Ward: Northfleet & Springhead

Decision: Condition Discharge

Application Reference: EDC/23/0024 Decision Date: Wed 07 Jun 2023

Location: Former Northfleet Cement Works The Shore Northfleet Gravesend Kent DA11 9AN

Applicant: Mr Gregory Evans (Savills)

Proposal: Application for non-material amendment to outline planning permission reference no. EDC/16/0004 to amend condition 8 to remove the requirement for a detailed masterplan to be submitted and approved for part of the employment land prior to, or at the same time, as submission of a reserved matters application

Ward: Northfleet & Springhead

Decision: Approved Subject to Conditions

Application Reference: EDC/20/0079 Decision Date: Thu 29 Jun 2023

Location: Land at Former Northfleet Works The Shore Northfleet Gravesend Kent DA11 9AN

Applicant: Mr Kieran Wheeler (Savills)

Proposal: Discharge of condition 7 (detailed Phasing and Implementation Plan) pursuant to outline planning permission reference no. EDC/16/0004.

Ward: Northfleet & Springhead

Decision: Condition Discharge

Application Reference: EDC/23/0011 Decision Date: Tue 23 May 2023

Location: 4 High Street Northfleet Gravesend Kent DA11 9HB

Applicant: Mr Khaled Khali

Proposal: Discharge of condition 4 (vehicle access shutter) and condition 5 (mechanical ventilation system) pursuant to planning approval reference no. EDC/21/0209

Ward: Northfleet & Springhead

Decision: Condition Discharge

LAND NORTH OF LONDON ROAD:

Application Reference: EDC/23/0003 Decision Date: Thu 09 Mar 2023

Location: Former Croxton and Garry Site Tiltman Avenue Swanscombe Kent DA10 0LL

Applicant: Bellway Homes (Thames Gateway) Ltd – Mr Greg Evans

Proposal: Non-material amendment to Reserved Matters approval reference EDC/21/0064 (as amended by EDC/22/0019 and EDC/22/0121) to allow changes to the approved housing tenure strategy plan to facilitate delivery of a revised affordable housing scheme, modification to provision of wheelchair adaptable / user dwellings with associated revisions to parking strategy and variation of condition 11 to amend the approved summary schedule.

Ward: Greenhithe and Knockhall

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0074 Decision Date: Tue 13 Jun 2023

Location: Former Croxton and Garry Site Tiltman Avenue Swanscombe Kent DA10 0LL

Applicant: Mr Gregory Evans (Savills)

Proposal: Non-Material Amendment to the Parking Strategy consented under Reserved Matters Application EDC/21/0064 to provide a second designated parking space for Plot 212

Ward: Greenhithe and Knockhall

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0045 Decision Date: Wed 28 Jun 2023

Location: Land North of Tiltman Avenue Swanscombe Kent DA10 0LL

Applicant: Bellway Homes (Thames Gateway)

Proposal: Retrospective full planning application for temporary use of land north of Tiltman Avenue as a construction and contractor vehicle car park.

Ward: Greenhithe and Knockhall

Decision: Approved Subject to Conditions

Application Reference: EDC/22/0110 Decision Date: Wed 03 May 2023

Location: Rod End Estate Unit 6 Northfleet Industrial Estate Lower Road Northfleet Gravesend Kent DA11 9SN

Applicant: James Bickle

Proposal: KCC Application: Change of use of industrial yard to create a facility for the collection and distribution of hazardous wastes (including liquid waste oils/petrochemicals, liquid waste coolants, automotive wastes and packaged hazardous wastes); installation of new offices, weighbridge, laboratory, oil storage tanks, oil interceptor, new hard surfacing/hard standing and impermeable bunding; demolition of part of building 5 and a fire damaged structure; and retention, reprofiling and landscaping of the northern bund

Ward: Swanscombe

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0044 Decision Date: Mon 19 Jun 2023

Location: Unit A7 Northfleet Industrial Estate Lower Road Northfleet Kent DA11 9SN

Applicant: Mr Craig Outram

Proposal: Use of building for Class B2 (General Industrial)

Ward: Swanscombe

Decision: Approved Subject to Conditions

SPRINGHEAD PARK:

Application Reference: EDC/19/0151 Decision Date: Wed 29 Mar 2023

Location: Land West of Springhead Road Springhead Road Northfleet Gravesend Kent

Applicant: Phase 2 Planning & Development Ltd

Proposal: Discharge of condition 11 parts (ii), (iii) and (iv) (Soft Landscaping) and condition 18 (Linear Park Trim Trail and Furniture) pursuant to reserved matters approval reference EDC/18/0009.

Ward: Northfleet North

Decision: Condition Discharge

Application Reference: EDC/22/0166 Decision Date: Thu 27 Apr 2023

Location: Land West of Springhead Road (Springhead Park) Springhead Road Northfleet Gravesend Kent

Applicant: Mr C Saunders Countryside Properties

Proposal: Partial discharge of condition 6 (Soft Landscaping - Landscape Management Plan) pursuant to reserved matters approval reference no. EDC/19/0141.

Ward: Northfleet & Springhead

Decision: Condition Discharge

Application Reference: EDC/22/0165 Decision Date: Thu 27 Apr 2023

Location: Land West of Springhead Road (Springhead Park) Springhead Road Northfleet Gravesend Kent

Applicant: Mr C Saunders Countryside Properties

Proposal: Partial discharge of condition 10 (ii) (Hard Landscaping - Landscape Management Plan) pursuant to reserved matters approval reference no. EDC/18/0009 in relation to the open space area only.

Ward: Northfleet & Springhead

Decision: Condition Discharge

Application Reference: EDC/23/0017 Decision Date: Fri 26 May 2023

Location: 54 Thackeray Drive Northfleet Gravesend Kent DA11 8FT

Applicant: Mr Charlie Burra

Proposal: Ground floor extension to front elevation to provide storage area.

Ward: Northfleet & Springhead

Decision: Approved Subject to Conditions

EBBSFLEET GREEN:

Application Reference: EDC/22/0119 Decision Date: Tue 21 Mar 2023

Location: Phase 2C Ebbsfleet Green Southfleet Road Swanscombe Kent

Applicant: Redrow Homes

Proposal: Non-material amendment to reserved matters approval reference EDC/18/0170 to allow provision of additional car parking spaces; changes to the approved car parking allocation, and increase in number of proposed active electric vehicle charging points.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/22/0010 Decision Date: Mon 13 Mar 2023

Location: Phase 2C Ebbsfleet Green Southfleet Road Swanscombe Kent

Applicant: Redrow

Proposal: Discharge of condition 6 (external materials) and condition 13 (cycle storage racks) pursuant to reserved matters approval EDC/18/0170.

Ward: Ebbsfleet

Decision: Condition Discharge

Application Reference: EDC/21/0146 Decision Date: Tue 07 Mar 2023

Location: Phase 3A Former Northfleet West Sub Station Southfleet Road Swanscombe Kent DA10 0BE

Applicant: Redrow Homes Ltd

Proposal: Discharge of condition 6 (Electric Vehicle Charging) pursuant to reserved matters approval reference no. EDC/20/0073.

Ward: Ebbsfleet

Decision: Condition Discharge

Application Reference: EDC/21/0145 Decision Date: Tue 07 Mar 2023

Location: Phase 3A Former Northfleet West Sub Station Southfleet Road Swanscombe Kent DA10 0BE

Applicant: Redrow Homes Ltd

Proposal: Discharge of condition 4 (Materials Details) pursuant to reserved matters approval reference no. EDC/20/0073.

Ward: Ebbsfleet

Decision: Condition Discharge

Application Reference: EDC/20/0109 Decision Date: Wed 15 Mar 2023

Location: Former Northfleet West Sub Station Southfleet Road Swanscombe Kent DA10 0BE

Applicant: Redrow Homes Ltd

Proposal: Discharge of condition 7 (Photovoltaic Panels) pursuant to reserved matters approval EDC/19/0125.

Ward: Ebbsfleet

Decision: Condition Discharge

Application Reference: EDC/20/0110 Decision Date: Fri 31 Mar 2023

Location: Former Northfleet West Sub Station Southfleet Road Swanscombe Kent DA10 0BE

Applicant: Redrow Homes Ltd

Proposal: Application for the discharge of condition 8 attached to reserved matters approval reference no. EDC/19/0125 relating to details of street lighting and furniture, external lighting and television signal receivers.

Ward: Ebbsfleet

Decision: Condition Discharge

Application Reference: EDC/20/0048 Decision Date: Mon 27 Mar 2023

Location: Northfleet West Sub Station Southfleet Road Swanscombe Kent

Applicant: GL Hearn

Proposal: Application for the partial discharge of condition 6(a) attached to planning permission reference no. EDC/19/0125 relating to external surfaces of the buildings.

Ward: Ebbsfleet

Decision: Condition Discharge

Application Reference: EDC/22/0049 Decision Date: Wed 05 Apr 2023

Location: Phase 2C Ebbsfleet Green Southfleet Road Swanscombe Kent

Applicant: Redrow Homes Limited

Proposal: Discharge of condition 9 (Electric Vehicle Charging) pursuant to reserved maters approval EDC/18/0170.

Ward: Ebbsfleet

Decision: Condition Discharge

Application Reference: EDC/21/0120 Decision Date: Fri 21 Apr 2023

Location: Ebbsfleet Green Northfleet West Sub Station Southfleet Road Swanscombe Kent

Applicant: (C/o Agent); Mr Andrew McPheat

Proposal: Application for minor material amendment to outline planning permission reference no. DA/05/00308/OUT, as amended by EDC/16/0045 (for the redevelopment of the site comprising a mixed use of up to 950 dwellings & non-residential floorspace for: shopping, food & drink, hotel use; community, health, education & Cultural uses; assembly & leisure

facilities & associated works) to update parameter plans, strategies, the site wide masterplan and to increase the quantum of community floorspace.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/22/0174 Decision Date: Wed 01 Mar 2023

Location: 2 Humble Walk Weldon Ebbsfleet Valley Kent DA10 1DR

Applicant: Mrs Rita Balciune

Proposal: Retention of detached rear outbuilding

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/21/0176 Decision Date: Fri 21 Apr 2023

Location: Community Hub Talbot Lane Ebbsfleet Kent DA10 1AZ

Applicant: Redrow Homes

Proposal: Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to conditions 2 and 19 of outline planning permission EDC/21/0120 for the erection of a Community Hub Building, together with details relating to piling and foundations (condition 20), noise mitigation (condition 26), details of playing pitches (condition 30), a Community Use Agreement (condition 61), a Management and Maintenance Scheme (condition 62) and lighting design (condition 63).

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/21/0175 Decision Date: Fri 21 Apr 2023

Location: Neighbourhood House Ackers Drive Ebbsfleet Kent DA10 0BE

Applicant: (C/o Agent); Mr Andrew McPheat

Proposal: Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to conditions 2 and 19 of outline planning permission EDC/21/0120 for the erection of a Neighbourhood House community building, together with details relating to piling and foundations (condition 20) and noise mitigation (condition 26).

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0054 Decision Date: Wed 14 Jun 2023

Location: 3 Glover Close Weldon Ebbsfleet Valley Kent DA10 1AT

Applicant: Mr Christopher Prest

Proposal: Conversion of an integral garage to a habitable room including the removal of the garage door and installation of a window and brickwork to the front elevation

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

NORTHFLEET EMBANKMENT EAST:

Application Reference: EDC/21/0082 Decision Date: Mon 13 Mar 2023

Location: Northfleet Embankment East Crete Hall Road Northfleet Gravesend Kent

Applicant: Mr Andrew Brennan

Proposal: Discharge of condition 11 (scheme to implement reasonable preparatory works for a future raised flood defence) pursuant to planning permission reference no. EDC/19/0049.

Ward: Rosherville

Decision: Condition Discharge

Application Reference: EDC/23/0004 Decision Date: Thu 27 Apr 2023

Location: Northfleet Embankment East Crete Hall Road Northfleet Gravesend Kent DA11 9GP

Applicant: Keepmoat Homes Ltd

Proposal: Partial discharge of condition 15 (external materials - brick only) pursuant to planning permission reference no. EDC/19/0049 relating to riverfront apartment blocks A, B, C and D

Ward: Rosherville

Decision: Condition Discharge

Application Reference: EDC/22/0039 Decision Date: Wed 19 Apr 2023

Location: Northfleet Embankment East Crete Hall Road Northfleet Gravesend Kent

Applicant: Mr Andrew Brennan

Proposal: Re-discharge of condition 17 (Hard Surface Treatments and Boundary Enclosures) pursuant to planning permission reference no. EDC/19/0049.

Ward: Rosherville

Decision: Condition Discharge

Application Reference: EDC/20/0019 Decision Date: Thu 15 Jun 2023

Location: Northfleet Embankment East Crete Hall Road Northfleet Gravesend Kent

Applicant: Keepmoat Homes Ltd

Proposal: Discharge of condition 36 (scheme for the long term management and maintenance of the existing river flood defence wall) pursuant to planning permission reference no. EDC/19/0049.

Ward: Rosherville

Decision: Condition Discharge

EBBSFLEET CENTRAL:

Application Reference: EDC/22/0160 Decision Date: Wed 01 Mar 2023

Location: Ebbsfleet International Car Park C Thames Way Gravesend DA11 9DT

Applicant: Mwakamowo

Proposal: Temporary change of use to part of the existing car park, including siting of 4no. temporary prefabricated buildings, to a facility for the collection of new cars with ancillary vehicle test driving for a period of up to 24 months.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

SUPPLEMENTARY INFORMATION
PLANNING COMMITTEE 26 July 2023

This report provides supplementary information following publication of the main report, for consideration by committee members in determining the following application.

Agenda Item 005 - EDC/22/0058

Additional representation from Firstplan on behalf of Aggregate Industries and Brett and Sons

Since publication of the main report Firstplan have submitted an additional representation to the application (received on 26.07.2023). They have previously raised the following objections, most recently on 10th May 2023:

1) *The 6 plots that are to have mechanical ventilation should be clearly identified on a plan.*
2) *The mechanical ventilation system will need to have appropriate noise levels, however Stantec have not set any noise limits. This should be provided.*
3) *The occupants of the remaining 22 plots will be obliged to open the 'correct' window to avoid excessive internal noise, as there is unlikely to be any realistic means to ensure this would occur, can the window of the most exposed façade by sealed shut? If not there is a risk that occupants would open a window when external noise exceeds 45 dB LAeq, resulting in potentially unacceptable internal noise levels.*

In their additional representation they have confirmed that they consider that items 1 and 2 have been addressed but highlight item 3 to the committee, to which they retain an objection.

In response to this point, EDC note that the acoustic assessment and update submitted by the applicant identified the proposed dwellings that may experience unacceptable internal noise levels. The 6no. dwellings that were modelled to experience unacceptable noise levels on all facades would require mechanical ventilation, and this requirement is secured through a recommended planning condition (condition 8). The 22no. identified dwellings that may experience unacceptable internal noise level on one façade requires specialist glazing, also required by planning condition 8. EDC are in agreement with the conclusions of the acoustic reports and do not consider it appropriate to impose a requirement for mechanical ventilation where it is not essential. EDC would consider it appropriate residents to have a choice whether to open their windows and not force them to remain sealed shut as per the request from Firstplan. Potential occupiers would be purchasing these dwellings with awareness of the surrounding industrial operations.

Recommended condition 8 (see main report) is considered sufficient to address noise nuisance concerns and ensure residents have acceptable internal living conditions and avoid likelihood for complaint against the adjacent commercial operations. It is therefore not considered necessary to impose further restrictions.